

ALL HANDS

A color photograph of four men in U.S. Navy officer uniforms walking towards the camera on a city sidewalk. They are wearing dark blue double-breasted jackets with gold buttons, white shirts, dark ties, and white-topped officer's caps. The man on the far left wears glasses and has a mustache. The man second from the left is also wearing glasses. The man third from the left is smiling. The man on the far right is a Black man with a beard. They are walking on a light-colored paved sidewalk in front of a building with large arched windows. A modern skyscraper is visible in the background on the left.

in this issue:
New Uniform in the Navy

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ALL HANDS

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TABLE OF CONTENTS

Features

Coming Soon . . . The New Uniforms	2
To the Rescue	8
We Earned the Bronze Hammer!— Operation Self-Help	10
Cable Repairing Ships: Bridging the Underwater Communications System	16
The Expanding Role of Navy Women	20
It's for the Birds, Fish & Game	32

Departments

On the Scientific Front	28
From the Desk of MCPON	46
Reunions	62
Navy Humor	63
Taffrail Talk	64

Bulletin Board

On the Ecological Front—Mugu Lagoon	36
Operation Schoolhouse	38
Communications—It Works Both Ways	49
What's New in the Naval Reserve	50
Training in the Tower	52
New Developments in UNREP	52
A Mother's Letter to SecNav	54
British Sea Cadets Honor U. S. Navy Chief	54
Ideas Pay Off	55
On the Subject of Weight—Winning by Losing	56
Assistance for Navy Dependents	58
Remodeling Navy's LaMesa Village	60
Films in the Fleet	60

Navy News Briefs

Discharge for Immediate Reenlistment Restricted; Direct Procurement Program Expanded to 65 Ratings; New Evaluation Form for 1st & 2nd Class POs; 200 ETs Authorized Conversion to IC; Personal Services Centers Include Transportation Information; Retirement Information Line; ASW Atlantic Now Under 2nd Fleet Command; Six Destroyer Squadron Staffs Disestablished; Pacific Coast Base Selected for Trident Sub System; Uniform Regs Authorizes Hair Styles for Women; Centralized Defense Investigative Service Formed; All-Navy Cartoon Contest; 29 Ships Leave Active Duty List	45
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• FRONT AND BACK COVERS: ON WITH THE NEW—As of 1 July this year the new uniform will be in effect and may be purchased along with any or all of the new options by Navymen E-6 and below. Here is a sample of the service dress blue uniform in regular or double-knit fabric and with the straight-legged or flared trouser. Front cover photo by PH1 Charles R. Pedrick. Back cover photo by BuPers photographer Denzil O. Evans.

• AT LEFT: SUNSET OVER SPRINGFIELD—PH2 Harry E. Deffenbaugh, Jr., captured the mood of a ship at rest in this photo of USS Springfield (CLG 7) docked at her home port of Gaeta, Italy.



Above and facing page: Examples of the new dress blue uniform made from the optional double-knit fabric and with or without the optional flared trousers. Right: The old and new—far left is the new winter working blue uniform beside the new white uniform.



COMING SOON...

THE NEW UNIFORMS



THE FIRST OF JULY this year will mark the beginning of a period which will see great changes in the Navy uniform. Inasmuch as *ALL HANDS* Magazine and the Navy Uniform Affairs Office have received a number of questions on this subject, the Uniform Affairs Office has provided us the following answers:

Q. Why was the enlisted men's uniform changed?

A. Mainly because Navymen indicated that they wanted a change. In December 1970, a poll was taken among 4000 Navymen of all ranks and rates. Those queried were scientifically selected so their views would represent those of 95 per cent of the entire Navy. Results of the questionnaire showed that 80 per cent of all enlisted men E-6 and below preferred that the dress blue uniform be replaced by a coat and tie style. Since 92 per cent of the officers and chiefs who were queried had a favorable opinion of their dress blues, the Navy decided to use it as the basic uniform to symbolize a united organization striving for common goals.

Q. When will the new uniform be authorized?

A. Beginning 1 Jul 1973, recruits will be issued one lightweight and one heavyweight double-breasted blue uniform as part of their seabags rather than the traditional jumpers and bell-bottoms. After that date, all other Navymen in pay grade E-5 and below may procure the same uniform if they so desire. (E-6 are already authorized to do so.) After 1 Jul 1975, however, the new uniform will become mandatory, except for men leaving the Navy as late as 1 Jul 1976 who will not be required to purchase new uniforms.

Q. Who pays for the new uniform?

A. The new uniform will be issued only to recruits. Other Navymen will purchase it at their convenience.

THE NEW UNIFORMS

during the two-year phase-in period. The purpose of the monthly clothing allowance which is included in every enlisted man's pay check is, of course, to purchase replacement uniforms in maintaining his seabag.

Q. Where may the new uniform be purchased and how much will it cost?

A. Uniforms and the associated accessories may be purchased after 1 Jul 1973 from clothing and small stores for about \$45.00. Optional uniforms in both wool blend or double-knit materials, with or without flared trousers, may be purchased from Navy exchanges or other outlets but at higher prices than those found in Navy clothing and small stores.

Q. Will small stores still carry the jumper-style uniform?

A. Old-style uniform items will be available for sale through Clothing and Small Stores only as long as residual stocks exist and/or the official wear period terminates, whichever occurs first.

Q. What do I do with my old uniform?

A. You have several options. You may keep your old uniform for posterity; donate it to the Boy Scouts or the Sea Cadets both of which can use old uniforms. If you want to donate your uniform to some worthy





cause, your command will have a procedure whereby this can be accomplished.

Q. What are the rules for wearing the new uniform?

A. Basically in the same manner now prescribed for officers and chief petty officers. The rules can be found in Chapter Nine of the Navy Uniform Regulations. All the options approved in the regs for officers and CPOs also apply to 1st class petty officers and below, including french-cuffed shirts, buckle shoes, tie clips and pins, and cuff links. The latter two items should be of silver rather than gold.

Q. Are silver belt buckles permitted?

A. Yes, the brushed silver type now worn by the Air Force will be used but with the standard black and white Navy belts. The clip at the end of each belt will also match the buckle.

Q. How should rating badges and service stripes be worn?

A. They will be of the same type and worn in the same manner as in the past except that sleeve stripes will be 5½ inches long rather than the current seven inches.

Q. What about overcoats?

A. The current peacoat and raincoat will be retained. No overcoat comparable to the officer/CPO bridge coat is planned for Navymen in pay grades E-6 and below.

Q. Will the present enlisted work uniform be replaced?

A. Yes. The straight leg, jumper style working uniform is being modified to have flared trousers and a button shirt. You should be seeing these modifications in the Fleet shortly. As stocks of the current materials are depleted, new fabrics, lighter in weight, will be introduced into the system for use in this modified uniform style.

Q. When will the dungaree, chambray shirt uniform become obsolete?

A. Probably not for some time. It has been declared an optional working uniform and most likely will retain that status indefinitely. You will, however, not be able to procure the dungarees and chambray shirts at small stores. They will be available at Navy exchanges and probably elsewhere, too; yet, you can't mix the working uniforms. Denim dungarees may be worn only with chambray shirts. The heavier weight flared or straight working blue trousers may not be worn with chambray shirts.

Q. Is the new working cap the only authorized working cap?

A. The new blue baseball style working cap is rapidly replacing the old style cap. Once the new cap

Far left: New winter working blue and new dress blue uniforms. Left: New white uniform and winter working blue.

THE NEW UNIFORMS

is available everywhere, it should be the standard headgear worn with dungarees and working blue uniforms. White hats will no longer be authorized. Organizational ball caps may still be worn on base, however, and watch caps remain optional for cold weather wear.

Q. Will the undress blue uniform be replaced?

A. Yes. As part of the new uniform program, 1st class petty officers and below may purchase and wear at their option the officer/CPO blue flannel shirt. Dress blue officer/CPO type trousers, black shoes, white cap cover, tie and rating badge will complete the uniform.

Q. Will undress whites still be worn?

A. The undress blue and white uniforms become optional on 1 Jul 1973 and will be phased out on 1 Jul 1975. They will not be issued with the seabag beginning 1 Jul 1973.

Q. What about tropical whites?

A. They are being retained.

Q. Is it true that ships' unit identification marks, Navy "Es" and other distinguishing marks will not be worn on the new dress blue uniform?

A. Yes. These distinguishing marks were designed for use on a jumper and would not be appropriate for a dress coat. They may, however, still be worn on jumpers and on tropical white shirts until 1 Jul 1975 or until the current supplies become exhausted, whichever occurs first.

Q. What is the policy concerning command patches on the blue working jacket?

A. Only two command patches are allowed—one on each breast.

Q. Are double-knits approved for officer/CPO khaki and white uniforms?

A. Yes, they are. They may be obtained at most uniform outlets.

Q. May double-knits be worn for inspections?

A. Yes.

Q. May officers and chief petty officers wear flared trousers?

A. Yes. Officers and chiefs were recently allowed the option of wearing flared white and khaki trousers along with the previously approved flared blue trousers.

Q. May flared trousers be worn at inspections?

A. This would be at the discretion of respective commanding officers.





Q. Are Navymen in pay grades E-1 through E-6 authorized to wear the Type B or CPO style white trousers?

A. The Type B trousers with pockets and zipper fly are authorized. This slightly flared trouser will have a fore-and-aft crease in contrast to the side-creased type A white trousers. Officer/CPO style trousers may be worn on an optional basis as long as the new E-1 through E-6 combination cap is worn.

Q. When will the CPO service dress white uniform be phased out?

A. The CPO service dress white uniform will become optional 1 Jul 1973 and be completely phased out by 1 Jul 1975.

Q. When will the service dress khaki uniform be completely obsolete?

A. This uniform will become optional on 1 Jul 1973 and will be completely phased out by 1 Jul 1975. Long-sleeve khaki shirts will still be worn as part of the working khaki and aviation green working uniform, however.

Q. May the khaki jacket be worn with the working uniform?

A. Yes. The khaki jacket may be worn with tropical khakis, working khakis and aviation greens without the blouse. It may also be worn on liberty with the tropical khaki long uniform with ribbons. Officers wear metal rank insignia devices on the shoulder tabs but chiefs do not. No patches are authorized on this jacket because they wouldn't be suitable on a liberty outer garment.

Q. What has been the reaction to the uniform changes?

A. Navy recruiters were first authorized to wear the new uniform about six months ago. Reaction from both the civilian and military population has been favorable. Since that time, exposure has been continued throughout the Navy. With authorization provided to all 1st class petty officers early in January, comment has been received that the new uniform is liked and accepted by most Navymen.

So, as we continue to move closer to the formal introduction date of 1 Jul 1973, there is much excitement and interest in the new uniform.

At left: Different views of the new dress blue uniform. Here's a chance to compare old with new.



To The RESCUE





NOT A BAR OR A LOUNGE, the "Hot Spot" at U. S. Naval Station, Roosevelt Roads, Puerto Rico, is a truck just off the runway manned by three persons. Backed by two standby crews, their job is to meet any emergency that may arise on the airstrip of the station; with an average of 110 flight operations a day, an alert crash crew is a necessity.

Always on call, the 42-man crew spend 360 hours a month on duty and continually train for this dangerous job. Only after eight months of training is a man considered a fully qualified crash crewmember, which means that he can operate all equipment and man any position on the crash truck. But even before a man can practice on a crash truck crew, he must complete two weeks of classroom training and have fought five controlled type fires. Constant training is the key to the crew's professionalism. Once a week a controlled fire is set and the crew practices rescuing a dummy from the cockpit of a simulated aircraft fire. The best way to rescue a pilot from each type of aircraft is demonstrated and practiced. Even the plane's structure must be learned in order to locate and isolate the areas of the plane which hold the fuel tanks, and to free the pilot quickly.

According to Aviation Boatswain's Mate 1st Class Bill G. Reeb, the leading petty officer, many men joining the crash crew have found real satisfaction in the trust and responsibility required of them as part of the crew. The constant training and the teamwork called for to maintain equipment readiness instill a strong sense of pride.

Pilots using Roosevelt Roads' airfield can be sure that the crash crew is always ready to assist in emergencies—that the "Hot Spot" will be there to keep things cool. □





OPERATION SELF-HELP

WE EARNED THE BRONZE HAMMER!

THE BRONZE HAMMER AWARD given by the Chief of Naval Operations to the most outstanding Self-Help participants marks an end and a beginning for the Navy's Self-Help Program. No longer is Self-Help a concept or temporary program being observed for its feasibility. It is now a permanent part of the Navy's mission.

Partially a result of Navywide retention studies which indicated that good recreational and living facilities often make the difference between reenlistment and release from active duty, the Self-Help idea was developed to meet the needs of the Navyman and his dependents. From improved bachelor enlisted quarters to swimming pools, Self-Help projects were directed toward facilities of interest to the Navyman and his dependents. Personnel habitability, as opposed to operations or maintenance, was the target for improvement.

The formation of 17 naval construction battalion units by the Secretary of the Navy provided the necessary combination of technical skills and heavy equipment for jobs, while the amateur self-helpers provided most of the muscle. These CBUs were spread across the country. Services of the CBUs were made available to neighboring commands in their localities as proposed projects were approved and funds allocated.

IMPROVEMENTS to habitability considered for the Bronze Hammer Award consisted mainly of improvements to and alterations of existing facilities. Since the foundations of the Self-Help Program are the CBUs and the Self-Help worker, the awards were established according to the number of enlisted people at the activity and the availability of a CBU to assist the activity. Within each of the four classifications designated, the size, complexity, type and variety of projects were studied and reviewed. But the quantity of alteration or construction was not the only thing considered. The quality of the work—including use of resources and permanence of the finished product—was of prime importance. High on the list of evaluation points was the ingenuity shown by each command, particularly when it came to finding the funds for a project—a task which was solely the responsibility of the command proposing the job.

In addition to the activity awards, a special award was established for those Navy organizations which do not have primary responsibility for management of personnel support facilities but which made significant contributions, through Self-Help, toward the improvement of these facilities. Tenant activities, Fleet units, community groups, and Reserve units are examples of organizations which might qualify for this recognition.

BRONZE HAMMER



IN THE CATEGORY of activities with an enlisted allowance of greater than 1000 and a CBU in the immediate area:

Naval Air Station, Miramar, Calif., took the honors with its largest project being the conversion of open bays in the Bachelor Enlisted Quarters to rooms complete with drapes and new electrical fixtures. Two new holes, complete with tees, greens, fairways and a lake, were added to the golf course. The self-helpers of Miramar's wide-ranging Self-Help Program improved parking areas, installed a storm sewer in the Navy Exchange area to improve drainage, prepared a site for a new bowling alley, built shelters for horses, erected a new corral at the horse stables, and started work on a camping area and an athletic field.

THE RUNNER-UP PLACE went to Naval Air Station, Barbers Point, Hawaii. The self-helpers at this air station made extensive use of Seabees from CBU 413 to convert an abandoned dining hall into a gym—a job which included laying a complete hardwood floor. The procuring of the wood for this floor by close observation of surplus lists is an excellent example of the ingenuity that can make a project. At this air station a teen center was also constructed, work started on a new hobby shop and rooms built in the enlisted quarters.

IN THE CATEGORY of activities with an enlisted allowance greater than 1000 and no CBU in the immediate area:

To win the award in this category, the self-helpers at Naval Communications Station, Philippines, completely rehabilitated the entire enlisted men's club without closing the club. They rebuilt the roof and installed new floors, walls, ceilings and electrical wiring throughout. In the same time frame, they also started work on rehabilitating the enlisted quarters to provide modern, air-conditioned rooms for tenants.

Two runners-up deserved recognition. Conducting primarily an after-hours program, Naval Station Roosevelt Roads, Puerto Rico, accomplished a wide variety of projects during the year. Its activities included the renovation of the Senior Petty Officers' Mess; remodeling a dining hall; construction of boat slips at the marina; and improving recreational facilities such as ball fields, tennis courts, stables, the theater and the skeet range.

At Naval Air Station, Patuxent River, Md., an outstanding rapport with the Reserve Seabees in the area helped accomplish numerous projects during the year. Carefully coordinating all planning, administration and logistical requirements, they used the technical expertise of the Seabees to guide their program through projects that included rehabilitation of the sailing facilities; construction of a bridge walkway; and improvement to recreation areas, the scout building, hobby shops and the pistol range.

IN THE CATEGORY of activities with an enlisted allowance of less than 1000 and a CBU in the immediate area:

Naval Weapons Station, Concord, Calif., proved the tops with its long-established program of operation under a junior officer of the Civil Engineer Corps. Tapping the expertise of the Public Works civilians when necessary, they upgraded the Marine barracks by installing drop ceilings and new lighting and con-





verting the last remaining open bay wing into rooms. By repairing some of the existing structures and constructing a few new buildings—some of which were obtained through excess listing, as was much of the equipment to outfit the hobby shops—an auto hobby shop and a woodworking shop were made available for off-duty relaxation. Also improved were the playground and softball field.

TWO FINE COMMAND ACHIEVEMENTS called for two runners-up. At Naval Torpedo Station, Keyport, Wash., self-helpers provided quality improvements to their habitability by constructing rooms in the enlisted quarters, and by building social facilities such as a bar, playgrounds and a picnic area. A game preserve was established which required the construction of a dam and spillway structure. Improvements were also made to the commissary, and work started on a small bore range, a trailer campground, ball fields and recreation areas.

Participation in the self-help program at Naval Ammunition Depot, Oahu, Hawaii, resulted in the conversion of a quonset building into a new Navy Exchange store and the construction of a new Navy Exchange service station. Here, too, open bays in enlisted quarters were converted into rooms and improvements were made to the theater, swimming pool area, dining hall, beer garden and parking lots.

THE GROUP OF ACTIVITIES with an enlisted allowance of less than 1000 and no CBU in the immediate area:

(See Page 15)

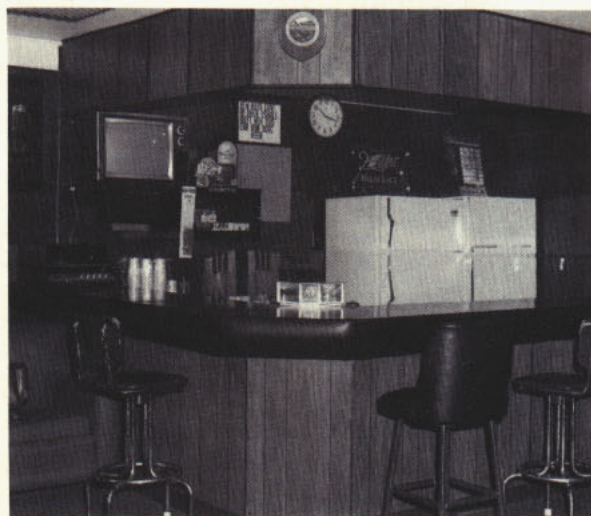


Facing page above: A new corral at the horse stables of NAS, Miramar, Calif. Facing page left: A new gym converted from an abandoned dining hall at NAS, Barbers Point, Hawaii. Top: Also in the Barbers Point area is a beautiful teen center, recently constructed at Iroquois Point. Above: Boat slips and storage houses now serve NAS, Roosevelt Roads, Puerto Rico. Right: A youngster gives a hand in building a bridge walkway at Pax River.

BRONZE HAMMER



Above: Seabees improve a playground at Naval Weapons Station, Concord, Calif. Below: New social facilities, such as this bar, now serve the personnel of Naval Torpedo Station, Keyport, Wash. Right: Renovation of the BEQ at NAD, Oahu, Hawaii.





Top: Constructing the Navy Exchange gas station at Naval Ammunition Depot, Oahu, Hawaii. Above: The Naval Air Reserve Unit at NAS, Lakehurst, N. J., now enjoys very comfortable enlisted quarters thanks to Self-Help efforts.

Naval Air Station, Fallon, Nev., was judged the winner after accomplishing a wide range of projects including the construction of a temporary swimming pool, the renovation of three guesthouses, and the addition of modern lighting and a recreation room to the bachelor enlisted quarters. Utilities serving the skeet range were upgraded and a trap range was constructed as were horse corrals and a children's playground.

The improvement of parking lots, construction of bus stop shelters and rehabilitation of the commissary store were among the other projects accomplished.

Runner-up was Naval Security Group Activity, Tondorf, Germany. Although the smallest activity recommended in this category, this command completed four impressive self-help projects during the year. One was the conversion of a vacant room into a library which required painting and wallpapering, outfitting the library with shelving and furniture—and cataloging over 2000 volumes. The dining hall was refurbished and the lounge area of the bachelor officers'/chief petty officers' quarters was partitioned into two separate lounges. The enlisted men's club is currently being enlarged to provide a game room, and work has brought about improvement to the hobby shop, bookstore and enlisted lounge.

LISTING OF SPECIAL AWARDS:

One of the four winners was the Supervisor of Shipbuilding, Conversion and Repair, Groton, Conn. Here the self-helpers embarked upon a habitability improvement program directed at the World War II vintage areas used for the berthing and messing of crews during the period that their ships are undergoing overhaul at the yard. Changes included installation of personnel lockers, air-conditioning, spring-type bunks, better lighting, deck repairs, better head facilities and better messing equipment. For use during off-duty hours, crews' lounge areas and game rooms were constructed.

A tenant command at the Naval Air Station, Lakehurst, the Naval Air Reserve Unit there obtained funding for and completed the renovation of the enlisted quarters assigned to them. The work included improvements to the entranceway, lobby areas, interior passageway, lounge areas and individual rooms. Work in the rooms consisted not only of paneling, but also installing new sinks, medicine cabinets and providing larger closet space.

Although unable to obtain Seabee expertise, the Naval Security Group, Azores, demonstrated a high degree of ingenuity by constructing a 25' x 70' building from the footings up. The new structure contains a general purpose room with fireplace, a kitchen, head, laundry and patio with stone charcoal grills and drink cooler.

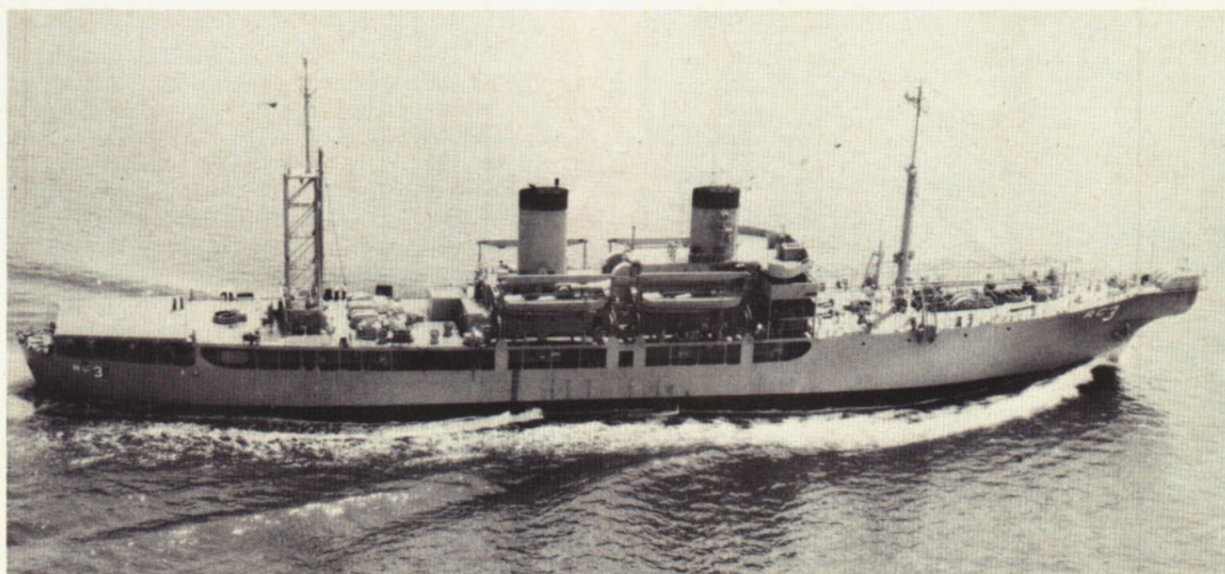
In a three-month period, the self-helpers of Fighter Squadron Eleven, Oceana, Va., erected three buildings for Special Services at NAS Oceana to use as an athletic equipment receiving station, a boat and recreational vehicle storage building, and a hay barn for the horse stables.

All of the participants in the competition have explored and hopefully will continue to explore the possibilities of improvement through self-help. The Bronze Hammer Award is in recognition of the results achieved through self-determination and self-reliability at individual activities.

—JO3 Al Shethar

Cable Repairing Ships:

Bridging the Underwater Communications System



An earlier photo of the cable laying and repair ship USS Aeolus (ARC 3).

IT DOESN'T TAKE LONG to realize all sailors aren't alike. Submariners are a special breed, but so are destroyermen, and carriermen, and cablemen.

Cablemen, by the way, are the seamen who bridge the Navy's underwater communications system from the Strait of Florida to Alaska to the far reaches of the world known only to men of their kind. They hail from a hardy breed born in the mid-1800s when the first transoceanic cable was laid by a handful of men from the decks of square-riggers between Newfoundland and Ireland.

Today, nearly 600 cablemen (officers and enlisted)

serve in three Navy cable repairing ships: *uss Neptune* (ARC 2), *Aeolus* (ARC 3), and *Thor* (ARC 4). All three are administratively assigned to Atlantic Fleet Service Squadron Eight; however, they carry out independent operations as a matter of routine in both the Atlantic and Pacific oceans. *Neptune* is homeported in Norfolk, Va.; *Aeolus* and *Thor* operate out of Portsmouth, N. H.

Consequently, the cableman is widely traveled, as can be attested by the log of *Aeolus*. Her crew has adventured to such diverse places as Alaska and Hawaii, Iceland and Panama, the Caribbean, San Fran-



CDR J. H. Maston, III, (left) CO with crewmembers of *Aeolus*.

cisco, Halifax, Fort Lauderdale, and Newfoundland, chalking up unprecedented achievements.

TO OPERATE independently on such a worldwide basis, and accomplish the mission assigned, require close teamwork, uncommon self-reliance and superior dedication to duty on the part of all hands. So opines Commander J. H. Maston, III, commanding officer of *Aeolus*. It's this standard that reflects the makeup of his crew, men who are aware of the many challenges to leadership and professionalism that are brought about by unpredictable schedule changes, frequent at-sea operations and special assignments. It's expected of cablemen.

The main battery on the ARC isn't the guns, it's the deck force, and on *Aeolus*, Boatswain's Mate 1st Class Walter Bland considers his duty a real "challenge to seamanship." And justly so, for laying cable is a precise science—there is little room for error.

Any attempt at describing the technical involvements in laying a cable, say from one shore to another, would be extensive. Basically, though, the operation is achieved by first extending cable from both the sending and receiving facilities into the sea. Then a center section, or main, is laid between the two and the ends spliced together, completing the communication link.

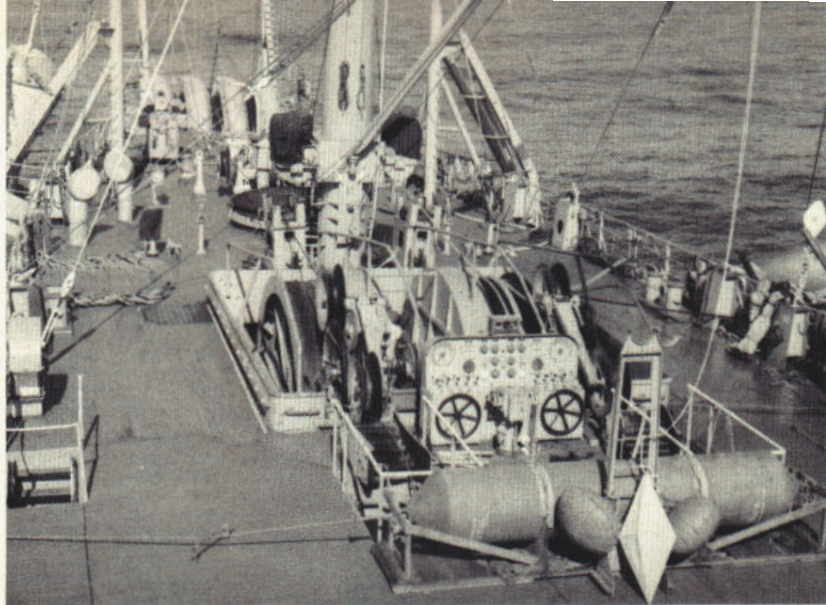
Such an operation calls for precision teamwork, a byword common to all cablemen, for once a cable-laying job commences, the ship's work force becomes two teams, each relieving the other every six hours. This around-the-clock work for the cableman is a true test of his endurance, perseverance and patience.

On board the cable layer, the focal point of all activity is the expansive forecastle where the bow sheaves are located. These sheaves form a system of rollers and chocks leading from the cable tanks to the protrusion of the bow. They help to guide the cable as it is let out from the ship as the vessel travels slowly and precisely along its charted course.

ALL HANDS INVOLVED must be alert to take prompt action should the cable become fouled in machinery or problems develop in the tanks where men are engaged in the hazardous task of "walking out" the cable. No less care must be exercised by those members of the deck force using small boats and diving apparatus to locate, recover and bring cable ends and damaged cable on board for splicing and repair.

On the bridge, ARC navigators and helmsmen maintain a constant observation for the effects of wind and sea current on the slow-moving ship. Maneuvers to correct course changes must be exceptionally accurate

Right: This view of the cable laying ship USS Neptune (ARC 2) clearly shows the forward conning station, the cable machinery, the cable control console and the cable-laying dayshapes. Below: USS Neptune, sister ship of Aeolus, underway.



AS THIS REPORT was being written, USS *Aeolus* (ARC 3) was completing an extensive 10-month repair and overhaul at the Boston Naval Shipyard, prior to her transfer to MSC. *Thor* and *Neptune* are also being turned over to MSC; see page 45.

Within her holds, and on her superstructure, new equipment has replaced old. Her engineering plant was overhauled and outfitted with new and larger capacity distilling plants and ship's service generators; new main feed pumps, fire pumps, main circulating pumps, fuel oil service pumps, and numerous auxiliary machinery are being installed.

Aeolus has been outfitted with new cable machinery that will enable her to handle the most modern cable systems in the world, and she has been converted to burn Navy distillate, the lighter, cleaner burning fuel

oil. Her boilers have been overhauled and throughout the engineering plant there will be the new light-water firefighting system.

There's a more modern, efficient configuration in her communications spaces, and the mess decks and berthing areas as well as other habitability items have received special attention and funds for improvement.

Named after the Greek god of winds, *Aeolus* is a World War II cargo ship, mothballed and recalled to active service in 1955. Her sister ship *Thor*, also a former WWII cargo carrier, commissioned a year later, is named for the Norse god of thunder. The third cable ship, *Neptune*, named after the Roman god of the seas, was launched in 1945 and placed into commission two years later.

—ENS P. A. McMunigal, USNR

to ensure the cable pays out properly over the bow, not only during close-to-shore operations, but also when many miles at sea, because the exact position of the ship must be known at all times—sometimes within yards—to make sure that the cable is accurately placed along the contours of the ocean. Then, it can be easily located later if it should be in need of repair.

Such exactness to detail, to veteran *Aeolus* deck hand BM3 Mike Desherlia, makes the cableman's job "exciting and fascinating." It is also an assignment that offers a "tangible accomplishment" for former destroyermen like LTJG Gerald Whitney, the ship's first lieutenant.

Master Chief Russell Peavey, *Aeolus*' Senior Enlisted Advisor, describes cable ship duty, with its wide variety of turbo-electric-driven machinery, as "something different." He calls it a challenge that has added greater depth and dimension to his 20-year Navy career as an electrician.

All the ARCs, when engaged in at-sea operations, carry a contingent of civilians. These engineers and technicians contracted by the Navy are experts in the field of handling cable-laying assignments, including

surveying and repairing problems. The rapport between them and the ship's crew is one of mutual respect.

MANY OF THE CABLE-LAYING operations are experimental projects which require the ship's crew to work closely with the civilian representatives involved in specific projects. The technicians themselves man the cable test room and with the help of sensor devices are able not only to locate a flaw in a cable but, most importantly, determine its exact location.

To recover a cable for repair, a large grapnel line is used with as many as 15 hooks attached. Made of various designs to work on varying contours of the ocean floor, the hooks and line are let out and retrieved by machinery, but they're not completely controlled by machinery. Cablemen must coil or fake the line by hand. When the heavy grapnel runs as long as three or four miles, they blend an extra measure of brawn with brain to finish the job.

Duty aboard an ARC offers a true challenge for the individual in search of pride and satisfaction in his achievements. Like any other Navy teamwork effort, it requires a special breed.

CDR Maston with his ship *USS Aeolus*, undergoing extensive overhaul.



The Expan



"EQUALITY OF RIGHTS under the law shall not be denied or abridged by the United States or by any state on account of sex."

So reads, in part, the language of what may become the 26th amendment to the United States Constitution. More than 20 states have ratified it so far, and a total of 38 are required to do so before it becomes law. If that happens, all of the laws directed toward restricting women will be repealed by the legislative branches of both state and federal governments or declared unconstitutional by courts on a case-by-case basis.

Another change could well be to Section 6015, Title 10, of the United States Code. That law says, "... Women may not be assigned to duty in aircraft that are engaged in combat missions, nor may they be assigned to duty on vessels of the Navy other than hospital ships or transports ..."

IN ANTICIPATION of these events, Admiral Elmo Zumwalt Jr., Chief of Naval Operations, issued Z-gram 116, which has been called by some the Navy's own "Equal Rights Amendment." In it, he says that while



ding Role of NAVY WOMEN



the Navy had assigned women to significant and important roles in the past, it hadn't done nearly enough.

"We can do far more than we have in the past in according women equal opportunity to contribute their extensive talents and to achieve full professional status," he said. "We must be in a position to utilize women's talents to help us achieve the size Navy we need under an all-volunteer force environment."

Accordingly, Z-116 authorized "limited entry of enlisted women into all ratings." One of its main purposes was to enable the Navy to assign women to all the jobs that a sailor must perform when the laws are changed. Of course, Z-116 didn't change things over-

Facing page, top: ENS Gloria Darnstaedt, Naval Aviator trainee at NAS, Norfolk. Facing page, bottom: Navy Women at fire-fighting school, Treasure Island, Calif. Above: Shipboard indoctrination of women officer candidates aboard USS Blandy.

night. No directive so broad in scope could have immediately reversed the actions and trends which have continued for so many years.

But what Z-116 did do was provide a starting point for major changes that will be occurring in the months and years to come for women in the Navy. During the past six months, those changes have begun to take

effect and to have a real impact on many parts of the Navy.

For instance, *USS Sanctuary* (AH 17), after a long and distinguished career and many months off the coast of Vietnam, was scheduled for decommissioning. Once one of six such ships, *Sanctuary* served in Southeast Asia for four years, traveling more than 200,000 miles and treating nearly 50,000 in- and outpatients. Her patients were not only servicemen, but also those civilians who had been wounded or become sick during the war in Indochina.

SANCTUARY was given an extensive conversion by the Hunter's Point Naval Shipyard and, on 18 Nov 1972, was placed back in commission. In December, two women officers and 60 enlisted women made history by becoming part of her 500-person crew. The members of the national and local news media were there, many asking questions about the development of shipboard romances. But the important story—the one that many missed—was that the women were there; they were doing their jobs; and their standards of performance were more than adequately meeting those of their male counterparts.

With the ever-increasing possibilities for women aboard ship, even the civilians working with the Military Sealift Command are "getting into the act." Mrs. Berthel K. Carmichael, a mathematician at the Naval Research Laboratory, recently went aboard *USNS Mizar*, which was conducting a series of Arctic experiments about 240 miles off the northeastern shore of Greenland.

The trip was marred when an Arctic icepack moved in and trapped the ship. *Edisto*, a Coast Guard cutter, came to help but she was disabled when the ice damaged a rudder and sheared off a screw. Then—as if to prove the theory that bad luck comes in threes—a Coast Guard icebreaker, *Southwind*, arrived but was unable to help because of her own engine problems. After several days the ice shifted and *Mizar* broke free.

DID THE PRESENCE of a woman on board bring the ship bad luck? Mrs. Carmichael reports that one of the crewmembers might have thought so.

"When one of the guys saw a woman coming on, he said, 'Bad luck, no way,' and then when we got stuck, he said, 'I knew it!'" she related.

Women on board ships are, of course, nothing new. History is rife with tales of women naval officers and pirates, many of whom dressed as men. Some of those stories may even be true, but the important thing to consider is that women in the post-World War II Navy have not been unfamiliar with ships or shipboard life.

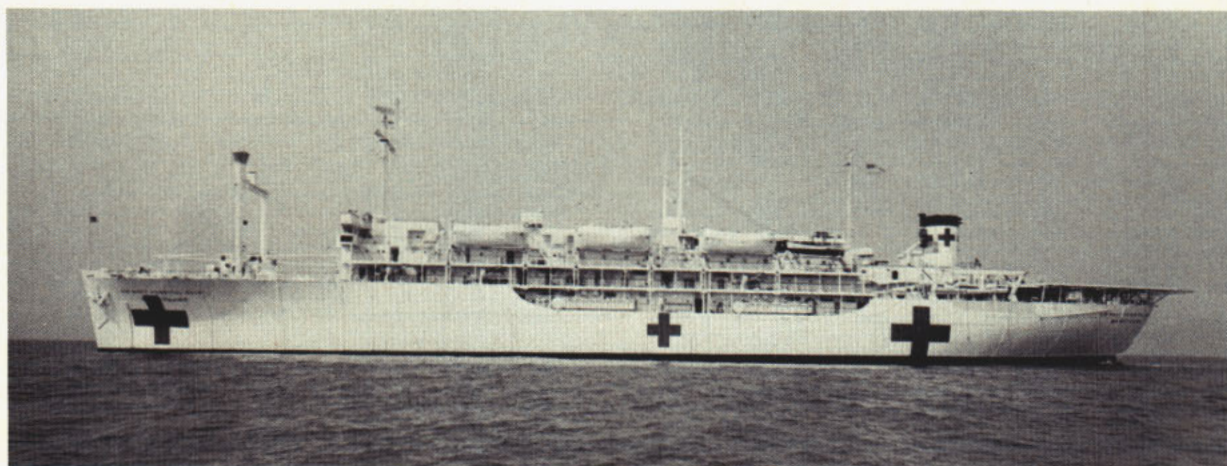
As part of the standard procedure, all women officer candidates at Newport, R. I., spend at least a day aboard a ship at sea. The women learn shipboard procedures and view firsthand the living and working spaces of the men on board. They are able to witness much of the information-gathering equipment, radar, sonar, and radios at work, and even some of the weapons systems of the particular ship they board.

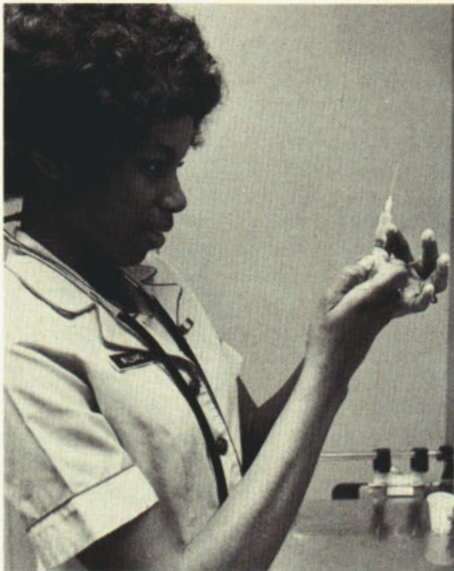
BESIDES OPENING THE POSSIBILITY of assigning women to ships—which we are likely to see more and more of in the future—the Navy's new policies toward its women members have opened new areas in which women will now be able to operate. One of those is the Reserve Officer Training Corps (ROTC) programs on many of the nation's college campuses. This past fall, 17 coeds at four universities became the first women to enroll in the program.

The universities are Purdue, Southern, Jacksonville and the University of Washington. Purdue enrolled seven; Southern, two; and Jacksonville and the University of Washington, four each. The girls are receiving full NROTC scholarships which include money for tuition, fees, books and a \$100-a-month subsistence allowance for a period of 40 months. The program results in a commission as an ensign in the Naval Reserve or a second lieutenant in the Marine Corps Reserve along with a bachelor's degree.

In another area, Commander Elizabeth M. Barrett became the first senior line woman naval officer to serve in Vietnam and to assume a command billet in a combat zone. She was appointed Assistant Chief of

Below: Navy women now help crew *USS Sanctuary*.





Above: CDR Elizabeth M. Barrett, the first senior woman line officer to serve in Vietnam and the first woman officer to assume a Navy command billet in a combat zone.

Staff for Administration and Commanding Officer, Enlisted Personnel, U. S. Naval Advisory Group, Military Assistance Command, Vietnam.

CDR Barrett has spent 18 years in the Navy. She is a graduate of Mount Holyoke College with a degree in chemistry and she has a master's degree in meteorology from the Naval Postgraduate School in Monterey, Calif. With the withdrawal from Vietnam she voluntarily extended her tour to manage the administration of reassignment of naval personnel from VN, including the 450 under her command. She is scheduled for a new assignment as administrative officer at Naval Air Station, Cecil Field, Fla.

ANOTHER FIELD being broken into by women is that of civil engineering. A Fairfax, Va., woman—Ensign Jeri Rigoulot—who just recently graduated from Officer Candidate School, has been assigned to the Public Works Center, Guam. Thus she becomes the first woman officer in the Naval Civil Engineer Corps since World War II.

One of the apprehensions that many people—men and women—have had about assigning women to certain military jobs is their ability—or lack of it—to endure some of the physical strains that might be placed on them. Damage control has been an area of particular concern.

Some of that apprehension has been relieved as a result of the training of crewmembers aboard *Sanctuary*. Several of the ship's women members recently have undergone firefighting training. The training took place at the firefighting school at Treasure Island, Calif., where the girls entered a mock-up shipboard compartment with a gasoline-fed fire, roaring—of course.

The women worked in teams and each spent five intensive days studying the differences between various classes of fires, kinds of fire equipment, and different ways to combat different fires. The women tackled each phase of the program—including the ac-

tual firefighting—with the proficiency of their male counterparts. Said Senior Chief Engineman Bill Klasson, one of their instructors, "They were eager and there was very little backsliding."

PRIDE WAS PART OF THE SECRET of their success. "We felt we couldn't fail," Hospital Corpsman 2nd Class Shirley A. Geiling said. "There were too many people watching us. Besides, I felt we could hack it along with the men."

Of all the stories that have appeared about women taking on new jobs and responsibilities in the Navy, one of the more unusual comes from the security de-



Above: HN Elena J. Peckenpaugh during firefighting training at Treasure Island, Calif. Below: The first team of women in the Navy to train at the firefighting school advances on a simulated shipboard fire. Below, center: ENS Gloria Darnstaedt plots a cross-country flight course at NAS Norfolk. Far right: ENS Darnstaedt gets a ride and some "stick time" in a T-28 trainer.

partment at Naval Station, Roosevelt Roads, Puerto Rico. There Seaman Apprentice Patricia Grum is training to be an accident investigator. She works in three areas of traffic safety: education, through the teaching of defensive driving; enforcement; and engineering, by making suggestions on traffic safety equipment such as control lights and road signs. Her investigative responsibilities include inspecting the scene of an accident, collecting information from witnesses and victims, making diagrams of the accident, and writing reports.

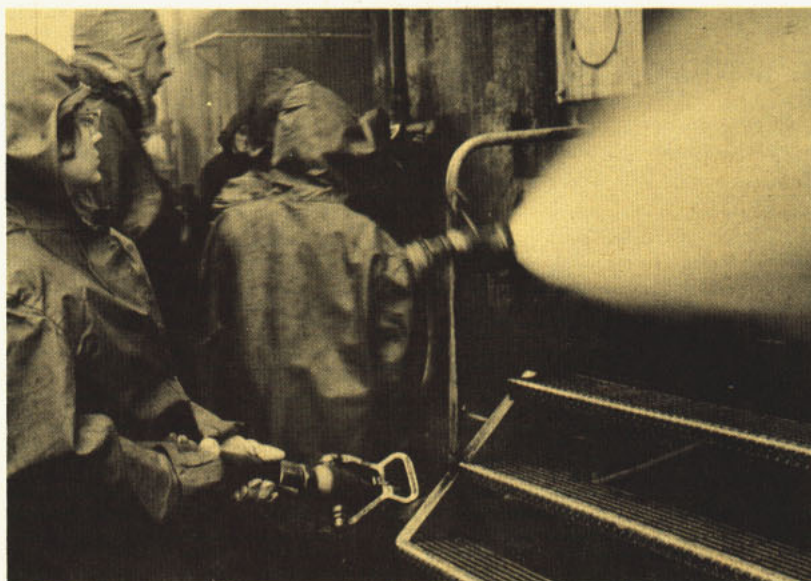
OFFICIALS IN THE NAVY are making major efforts to open up even more programs previously under-used by women. The current push is to enroll more enlisted women in the Navy Enlisted Scientific Education Program (NESEP), the Navy Enlisted Dietetic Education Program (NEDEP), and the Navy Enlisted Nursing Education Program (NENEP). These are three college programs which can help persons gain a degree, a commission, and a wider choice of career fields.

For instance NESEP offers up to four years of uninterrupted education at one of the 21 participating civilian universities. After completing all requirements, including 10 weeks of Officer Candidate School during the summer before the senior year, candidates receive degrees in one of 18 fields of science, mathematics or engineering. They are then commissioned ensigns in the Regular Navy.

NEDEP offers up to three years of college, a degree in medical dietetics and a commission in the Medical Service Corps. The length of the course depends upon the applicant's prior college work. Participating universities are selected by the Bureau of Medicine and Surgery.

Potential nurses can receive their training through NENEP. This is a four-year program with work done at a university chosen by BuMed. It also leads to a degree and a commission.

What's basically required to get into these pro-



grams? As a Navy recruiter will tell you, it's "intelligence, ambition and aptitude," with a heavy emphasis on the middle one. Persons interested in such programs should contact their command's educational services officer.

IF YOU HAVE ACCEPTED THE IDEA of women serving on board ships—and a surprisingly large number of Navymen have welcomed the idea—then you shouldn't have much trouble with the thought that women will soon be flying the Navy's planes and steering its ships and subs. Indeed, one of the major breakthroughs for women during these past few months has been the acceptance of eight women officers to the Aviation Officer Candidate school in Pensacola, Fla. Earlier this year, Secretary of the Navy John Warner announced that aviation training for women would begin this spring with four women currently serving as officers and later with another four who will be about to enter Officer Candidate School at the time.

The first female naval aviators are:

- Lieutenant (jg) Barbara Ann Allen, a native of Bethesda, Md., and a graduate of Whittier College, Calif. She was previously on the staff of the Supreme Allied Command, Atlantic, in Norfolk, Va.

- Lieutenant (jg) Judith Ann Neuffer of Wooster, Ohio, and a graduate of Ohio State University. LTJG Neuffer had served with the Combat Direction Systems Support Activity in San Diego, Calif.

- Ensign Kathleen McNary, a Plainfield, Ill., native and a graduate of Michigan State University. While attending college she was a hospital corpsman 3rd class in the Naval Reserve, and she has been serving on the staff of Advanced Jet Training Squadron 21 of NAS Kingsville, Tex.

- Ensign Jane Skiles, of Ames, Iowa. A graduate of Iowa State University, she was selected for the flight training program while attending Officer Candidate School in Newport, R. I.

- Jo Anne Hellman, born in Zephyr Cove, Nev. She has a mechanical engineering degree from the University of Nevada at Reno, and before entering the Navy, she was employed at the Naval Weapons Center, China Lake, Calif.

- Anna Marie Scott, of Williamsport, Pa. She is a graduate of the University of California at Santa Barbara, speaks fluent Spanish, and holds a private pilot's license.

- Joellen Drag, of Castro Valley, Calif. She has a political science degree from California State University at Hayward.

- Rosemary Merims, of San Diego, Calif. She is a graduate of Purdue University with a degree in aeronautics, and upon entering the Navy, she held commercial and flight instructor certificates, instrument rating, multiengine rating, flight instrument instructor rating and 620 hours of flying time.

THE FIRST FOUR WOMEN listed began their training in March. After a short period of indoctrination, they were scheduled to start a three-week period of academic training that includes aerodynamics, engines, swimming, survival training and physical education. The schedule then calls for them to move to the Saufley Field Naval Air Station for their first taste of actual naval flying and there they will receive instruction in the T-34 *Mentor*, a single-engine prop trainer.

The second four are scheduled to begin their flight training later this spring when they graduate from OCS.

The first of this group to receive her orders—thus the first female Navy pilot—was LTJG Neuffer. She is the daughter of a World War II Army Air Corps veteran and was exposed to flying almost from the day she was born.

"My father was involved in flying before he entered the service and ever since then. He's either been managing an airport or working at an airport, so my whole life has been in a flying environment," she said. "I've





SHIP'S SERVICEMAN SCHOOL GRADUATES FIRST NAVY WOMEN

WHAT DO YOU DO with 11 Navy women who volunteer? Well, of course, it depends on what they are volunteering for, but in this particular case Ship's Serviceman Senior Chief Louis E. Butler knew exactly what to do.

The young ladies were getting out of boot camp in Orlando and were to be the first female trainees to go through Chief Butler's Ship's Serviceman Clerk School in Norfolk. It was the chief's job to make effective ship's servicemen out of them.

The chief just did what he usually does—watch over the trainees and give them as much help as possible during their stay in Norfolk. The fact that a third of the class happened to be girls didn't change that part of the procedure.

But Butler went a step further. He took a personal interest in each of his proteges. He spent long hours in orientation procedures; helped those who were having difficulties with their studies; and listened to those who just wanted somebody to talk to.

The 11 Navy women arrived in Norfolk with some apprehensions. "I don't think that some of them knew

grown up with flying. It's practically second nature to me, and when I saw I had an opportunity to do something that I really loved to do in the Navy, immediately I decided to try."

Will she make the Navy a career? "I'm not thinking that far ahead. Even now, with the flight program, I have to take one step at a time. I will make that decision when the time comes," she said.

ANOTHER OF THOSE CANDIDATES with a long-time interest in flying is ENS McNary. "When I was in college I had a friend who flew a small plane, and he took me up quite a few times," she said. "I did some takeoffs and landings, but unfortunately I never got the chance to solo. I guess I ended up with about 15 hours of flying time."

Working with VT 21, her assignment before going to AOC in Pensacola was a break for her. "I got the opportunity to go up in a TA-4 *Skyhawk* jet. Now, that was a thrill. In fact, it was probably that first *Skyhawk* flight that made me decide that if I ever got the chance I would try for the Navy's aviation program."

ENS McNary worked in a hospital while attending Michigan State University.

"I worked in the hospital from 11 p.m. to 7 a.m.; then came some sleep, classes, and finally studying in the evening. It was a grind, but I'm glad I did it. The experience taught me a lot, like how to budget my money and how to budget my time. I think this is very important for someone going through aviation training," she said.

ONE OF THOSE CIVILIANS SELECTED for flight training was Jo Anne Hellman. She had been working as a mechanical engineer for the Naval Weapons Center at China Lake when she decided to try to satisfy a thirst for flying and apply for the naval aviation program. She saw the Navy as a good way to achieve a career in both engineering and aviation. "After I finish flight training at Pensacola, perhaps I might be able sometime in the future to fit into an aeronautical engineering slot," she said. "They are not too far removed; the basics are the same."

Miss Hellman is another one of those candidates who come from a flying background. She has an older and a younger brother, both of whom hold pilot's licenses, and she has chalked up 22 hours of flight time with her private pilot license.

what they had volunteered for," Chief Butler said. "Probably the fact that they were to be the first women to go through this school attracted them."

The Ship's Serviceman Clerk school consists of three weeks of learning to keep records and accounts of the activities of the ship's service division. Trained clerks fill an important need in these divisions and Chief Butler's classes usually have about 25 or 30 students. The school graduates 11 or 12 classes a year.

ACADEMICALLY, the women did exceptionally well. They all finished with a 3.6 average or better. All of them had finished high school and a couple had worked previously on accounting procedures, so their success wasn't too surprising.

Now the question became: what do you do with 11 women who volunteered for and did well in a school geared for a seagoing rate? Just what you would expect—you prepare them to go to sea. Again, Chief Butler's basic logic took over.

One of the subjects included in their sea preparation was a week at the Fleet Training Command's fire-fighting school. Here the girls learned of the dangers of a fire at sea and what damage control is all about. Actually fighting the fire, of course, wasn't left out either. Again, the women more than merely survived their training.

WHEN ALL THE TRAINING was completed, each woman again volunteered—this time for sea duty. Subsequently, all but three were assigned sea duty aboard USS *Sanctuary* (AH 17).

"I'm very proud of these girls," Chief Butler said.



"Every one of them really made a good account of herself."

A 19-year Navyman who actually "wrote the book" on the ship's serviceman clerk school, Chief Butler reports that he is keeping close tabs on the progress of all of the girls in this first class ("One of them has applied to OCS—Officer Candidate School—and I think she's going to make it"); he admits that the experience may have been as rewarding for him as for his students.

"It was interesting to say the least," he said.

As a civilian Rosemary Merims didn't see much chance to pursue her first love—flying. So she took a chance when she learned that the Navy was considering a program to allow women as pilots and applied. The Navy soon made up its mind about her. She had earned her private pilot's license at 17, a commercial certificate at 18, and completed high school and college in 5½ years.

The Navy isn't relaxing its standards for women, and that's fine with her. "I wouldn't want to be treated any differently than the men," she says. "The only thing I'd like to be given is the chance to fly the F-4 *Phantom*." That plane is currently off-limits for women because of its combat mission.

THERE'S MORE THAN ONE WAY to get into naval aviation. Ensign Gloria Darnstaedt has proven that. She wasn't one of the women selected for pilot training, but as a Naval Reservist she has been assigned as the education and public affairs officer for the Navy's only aircraft ferry squadron, VRF 31.

When she can, ENS Darnstaedt joins the unit's male pilots and enlisted air crewmen on scheduled cross-country and local flights. She has piled up more than

80 hours in such diversified aircraft as helicopters, transports, and trainers. She has flown in, and assisted in communications, in 11 aircraft.

ENS Darnstaedt has the goal of earning the gold wings of a naval aviator, and until she gets that chance, she's learning all she can about aviation at every available opportunity. If she makes it as a pilot, she says, she wouldn't mind being assigned a combat role.

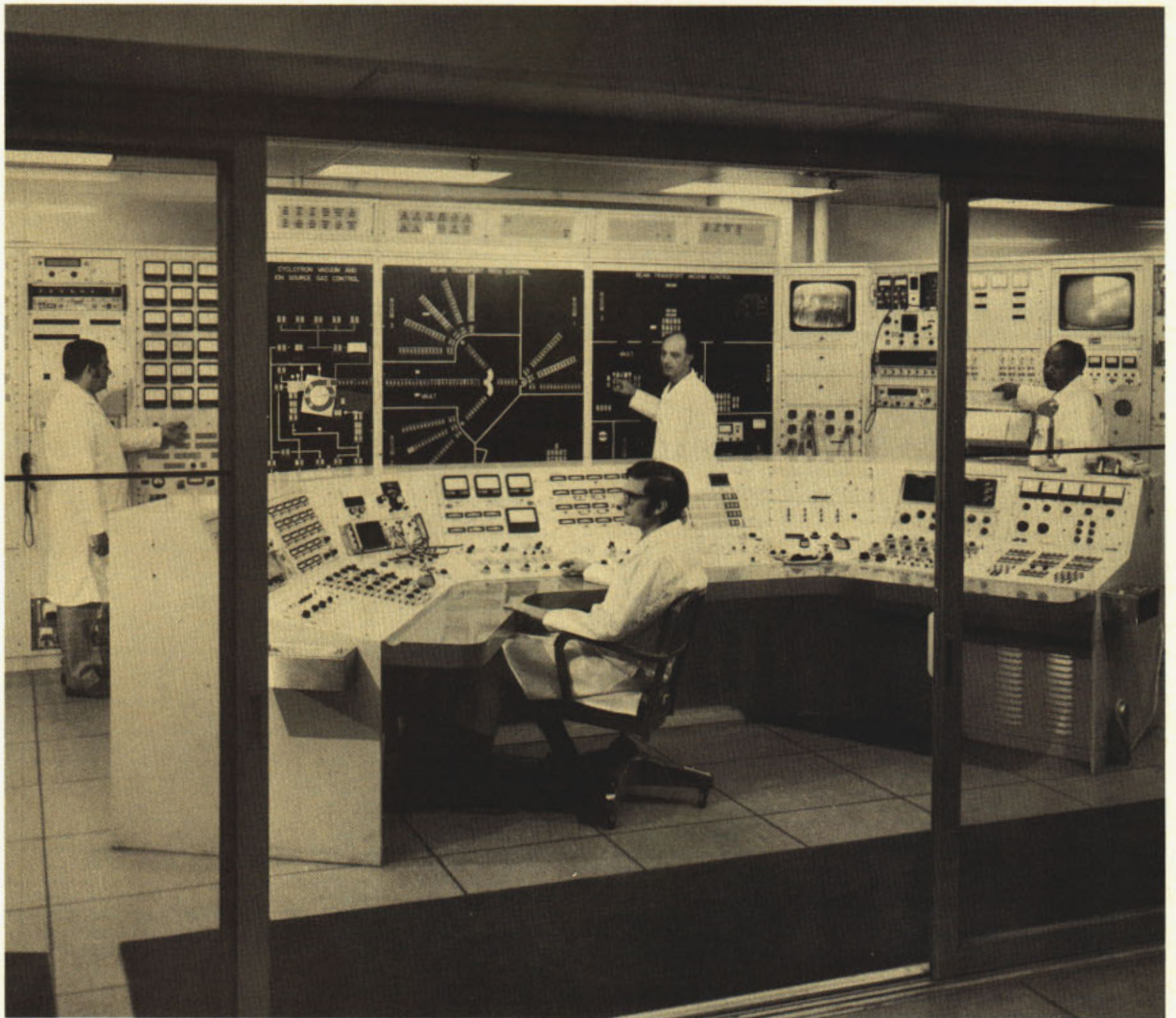
"I would be willing to fly in combat. Otherwise, my interest is in helicopters. I believe helos and rescue work would be very rewarding," she said.

Women have worked in some of the enlisted aviation rates for some time now, and with the advent of Z-116, more of those rates can expect an eventual influx of women.

The aviation field is an example of what is happening all over the Navy. Women are playing a greater role, and their responsibilities are increasing in areas heretofore unknown to them. In other words, wherever the men are now, the women of the Navy could probably be in the future.

—JO2 Jim Stovall

ON THE SCIENTIFIC FRONT



New Helicopter Rotor With Increased Lifting Power Developed by Research Lab

A NEW circulation control rotor concept has been developed at the Naval Ship Research and Development Center. It promises to improve helicopter versatility and overcome current limitations.

The new rotor is mechanically driven and uses a relatively thick, hingeless blade with rounded trailing edges. Low pressure air is pumped into the blade and ejected from a slot on the upper surface of the trailing edge. Air remains attached to the rounded edge until it reaches the lower surface. This keeps the boundary layer from separating thereby creating a high lift. Speed potential is as high as 400 knots.

The rotor's smaller hub is lighter and simpler than the heavy, complex mechanism now used. It has a cam system which modulates the air flow to the blades providing cyclic control. Use of the new hub is expected to reduce drag and the cam system should require less maintenance.

Development of the new helicopter rotor is part of a continuing effort to develop aircraft which can take off and land either vertically or in a short space, making it capable of operating from ships having small deck space.

NRL Cyclotron Generates Neutron Beams in a Major Cancer Research Effort

A NEW PROGRAM for treatment of cancer by use of fast neutron beams is underway at the Naval Research Laboratory. The neutron beams will be generated by the NRL cyclotron. The program, sponsored by the National Cancer Institute, marks the first significant Navy involvement in a major cancer research effort.

An NRL research group plans to collaborate with a panel of therapeutic radiologists and radiobiologists from the middle Atlantic states. These scientists believe that neutron therapy research may lead to significant improvement in treating localized malignancies.

Present treatments include surgery, X-ray, gamma ray and chemotherapy. Many localized malignant tumors, however, cannot feasibly be removed surgically and many, still, resist treatment by medicine or conventional radiation.

The control room of the Navy Research Laboratory's cyclotron equipment which is used for the new neutron beam treatment of cancer.

Collaborators in the program believe that fast neutron beams have several characteristics which may contribute to the treatment of local tumors where other types of radiation have failed.

When tumors are deficient in oxygen because of an insufficient blood supply, their cells are more resistant to damage by X or Gamma rays than healthy cells which receive sufficient oxygen. It is, therefore, difficult to kill a tumor without excessive damage to nearby healthy tissue. On the other hand, cell damage from neutron beams is less dependent upon oxygen content, allowing the tumor to be destroyed without increasing the damage to healthy tissue.

For some time, a similar neutron therapy program has been in progress using a cyclotron at London, England, Hammersmith Hospital. Present plans call for modification of the NRL cyclotron facility to accommodate a limited number of cancer patients in the program. This modification is expected to be completed in about a year, at which time the pilot study of patient treatment will begin. In the meantime, the study of effects of neutron beams on a variety of biological subjects, including human cell cultures, will be continued.

New Helicopter Escape Technique Ejects the Craft's Rotors

WE'VE ALL SEEN PICTURES of pilots ejecting from flaming aircraft to avoid a fatal crash and then floating safely to the ground by way of a parachute. It's a good idea and it's saved many lives.

But what about pilots of helicopters—what happens when their craft goes down? Until now, ejection has been impossible because of the rotating rotor above.

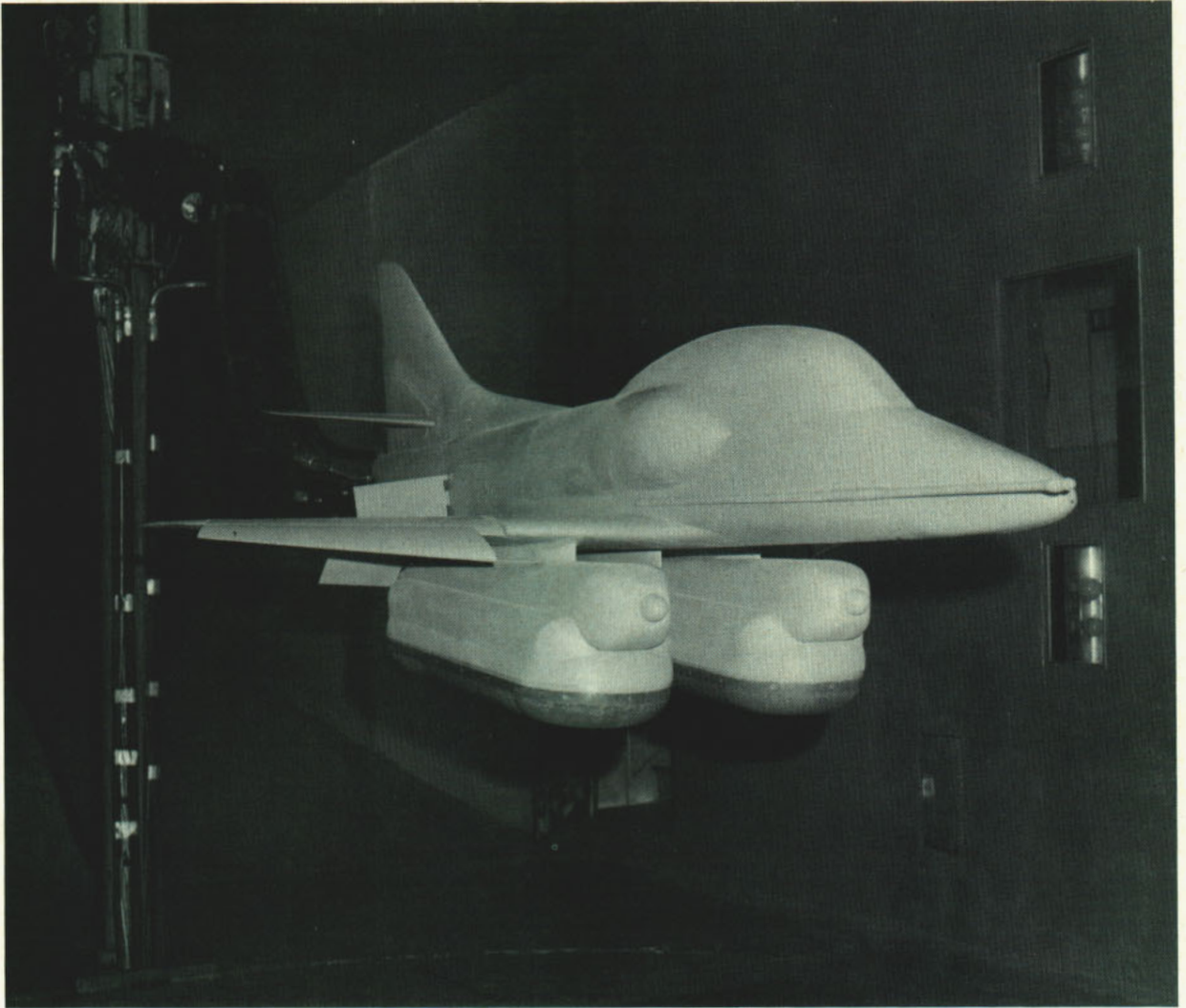
The Naval Weapons Laboratory at Dahlgren, Va., has an answer, however. The solution: eject the rotors before the pilots are ejected.

The system which researchers have devised works something like this: when either helo pilot presses the eject button, three things happen simultaneously: the main rotor blades are severed by a controlled explosive device allowing blade momentum to carry them away; power to the tail rotor is cut off, eliminating the destabilizing thrust; and an opening is made in the canopy. Subsequently, each crewman exits the cockpit by means of a small rocket attached to his torso harness.

All this takes about three-fourths of a second.

Before the pilots even have a chance to think about it, their parachutes have opened, and they are making a light descent to the ground.

The laboratory has selected the AH-1 *Cobra* helicopter for adaptation of the "inflight escape system" for several reasons. It is specifically designed for combat situations—when this system will be most used, and it has the best design for retrofitting the system onto the helicopter. Also, there are a large number of



Cobras, about 700, being used by the Navy, Marine Corps and Army.

Successful attachment of the system to this craft will mean a real breakthrough in saving the lives of helicopter pilots. What has, up to now, been known as one of the most dangerous of all combat jobs may lose that reputation. That loss could mean many lives.

Air Cushion Landing Gear for Aircraft Now Under Development

GROUND EFFECT and air cushion techniques were initially investigated by the Navy and other armed forces in connection with ships and overland

A Navy A-4 model, equipped with the air cushion landing system, is being tested in a wind tunnel. The project is under study at the Naval Ship Research and Development Center.

vehicles. Now, however, the principle is being tested in connection with an air cushion landing gear system for high performance Navy aircraft.

In planes, a cushion of air would be confined to a housing or trunk beneath the fuselage. During take-off and landing, the air bubble beneath the fuselage would support the aircraft rather than conventional landing gear now in use.

The principle was recently investigated by using a model in a wind tunnel at the Naval Ship Research and Development Center, Carderock, Md. The stability and control characteristics of the aircraft were evaluated during critical takeoff and landing stages.

Five Fractures on Atlantic's Floor Are Discovered by Navy Scientists

FIVE PREVIOUSLY UNKNOWN fractures in the North Atlantic Ocean floor, some of which were two miles deep, were discovered by a team of scientists from the Naval Research Laboratory operating aboard the Military Sealift Command Ship USNS *Hayes*.

The research team, and some scientists from Woods Hole Oceanographic Inst., used both shipboard and aircraft instruments to obtain geophysical profiles of the fracture zones. Heretofore, only one other such zone was known to exist in this area of the North Atlantic Basin which is the best known of all the world's ocean basins.

Most thoroughly studied feature of this basin is the mid-Atlantic Ridge which bisects the Atlantic Ocean floor between Iceland and Antarctica. A central rift valley runs across the ridge and is characterized by a large positive magnetic anomaly. Measurements of the magnetic field along tracks at right angles to the rift valley provided a symmetrical pattern of positive and negative anomalies which reflected a series of reversals of the earth's magnetic field during comparatively recent geological time. By studying these reversal patterns, the Navy scientists were able to locate the ridge crest, rift valley and then the fracture zones which are scheduled for inclusion on new bathymetric charts.

Solar Experiments Will Be Vital Part of Skylab 73

SOLAR FLARES which, among other things, cause communications disruptions and malfunctions of navigational instruments on earth, will come in for relatively close scrutiny during Skylab 73 scheduled for this spring. An ultraviolet television monitor will be included in the orbiting laboratory and Naval Research Laboratory (NRL) scientists will be on the ground watching what happens. The phenomena may also be relayed through commercial TV channels for home viewing.

After the laboratory is in orbit, it will be occupied successively by three 3-man crews for about nine months. During this time, a series of experiments will be performed.

NRL's contribution to the mission is extensive. Laboratory researchers, for example, are the principal investigators in six experiments scheduled to be aboard the space station and NRL is providing technical assistance for a seventh.

Four of the NRL instruments will observe solar

activity at various wavelengths. A fifth will record heavy atomic nuclei present among incoming cosmic rays. A sixth will look back at earth to photograph both the upper atmosphere's ozone layer and the twilight airglow.

The seventh experiment, which was pioneered by Dr. Richard Tousey, who heads NRL's Apollo Telescope/Mount (ATM) team, will record on photographic film the detailed energy spectrum of X-ray and ultraviolet radiation from normal and explosive areas in the solar atmosphere.

Undersea Center's Research in Noise Results in Levels Being Established

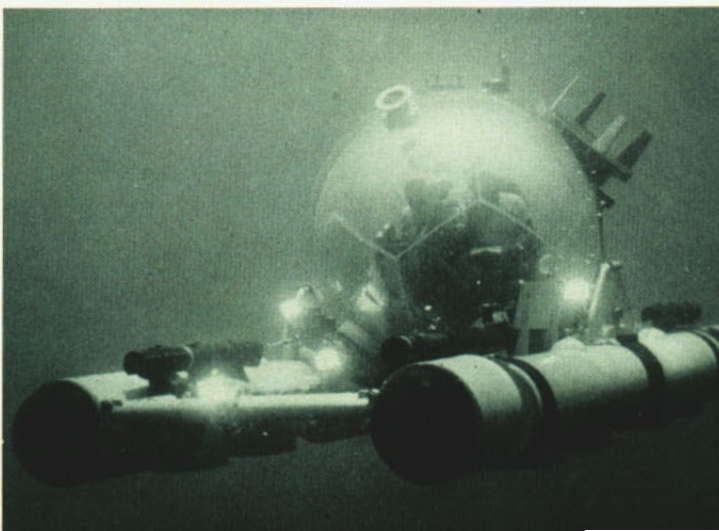
ACCCEPTABLE shipboard noise levels are being established by NavShips as a result of research conducted by San Diego's Naval Undersea Center (NUC). The guidelines will be used by Navy supply personnel when purchasing equipment for new ships or additional material for older ships.

To learn the source of harmful noises, NUC monitors and measures noise levels in the Fleet and recommends changes which will make ships more habitable. In fact, a fiber glass material developed at NUC is being used to soundproof a new class of nuclear submarine now under construction. Specifications for the material and procedures for installing it were also developed by NUC.

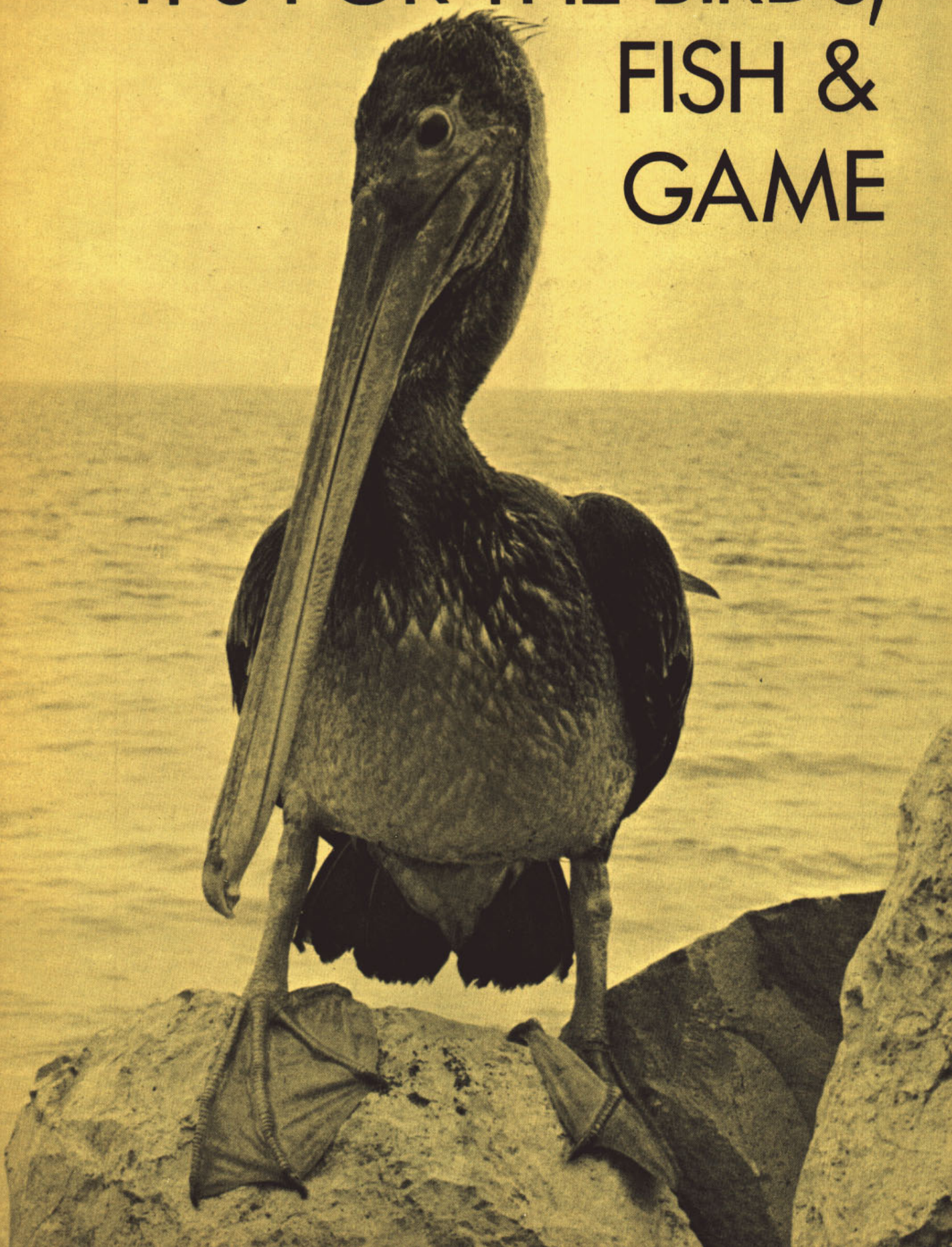
The center has conducted studies on the SH-3H jet helicopter to help the manufacturer provide quieter antisubmarine aircraft for the Navy and has lent a hand to the U. S. Air Force by helping it correct noise aboard one of its missile tracking ships.

The Naval Undersea Center acknowledges that there is still a long way to go before the Navy's noise problems are completely solved but the center believes its guidelines are a step in the right direction.

Continuing tests on Navy submersibles: The first test of the underwater craft called the "Makakai" brought the machine to the depth of 600 feet in July 1972. Certification of the new vehicle is pending from Naval Ship Systems Command examiners.



IT'S FOR THE BIRDS, FISH & GAME





THE SEAL BEACH Naval Weapons Station is "for the birds." It's also for fish and game. In fact, the station is a national wildlife refuge on Navy land.

This is also one of the last natural, biologically productive, saltwater tidal sloughs on the southern California coast, and the beach is the only one remaining in its natural state between the Mexican border and Morro Bay. For all these reasons, Congress and the President recognized the ecological value of the land last year and now the refuge is protected by law.

The Weapons Station covers roughly 5000 acres of solid land, water and marsh, and is surrounded by modern, high-speed freeways, housing developments, retirement communities and schools. It is a pristine

Far left: This California Brown Pelican makes use of the area as a feeding ground. Left, above: A shore bird blends into the natural foliage at Seal Beach, a "home" for several endangered species. Below: A Great Blue Heron stalks a fish meal at water's edge.



IT'S FOR THE BIRDS, FISH & GAME

wilderness of pickleweeds, saltworts, and cordgrass in the center of a metropolis.

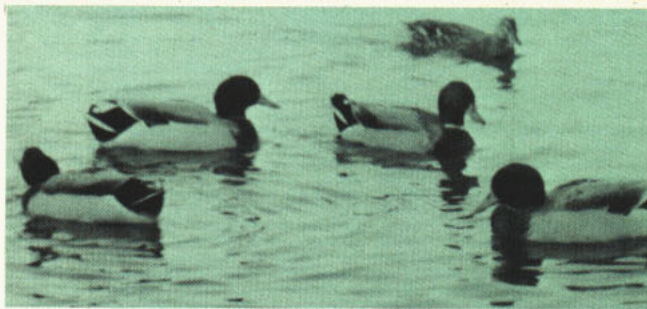
Seven hundred acres of the station are Anaheim Bay wetlands. Ecologically, these serve as a major, and essential, feeding place for migratory birds on the Pacific Flyway. More than 100 species of water-associated birds rest or live on these wetlands. Most of them are migratory. Any day of the year some 10,000 birds can be found in the refuge.

Seal Beach is also "home" for 60 species of fish. It is guessed that the daily fish population hovers around 300 million. These fish comprise a substantial cross-section of types of small game fish found in the Pacific Ocean.

MANY BIRDS ON THE ENDANGERED SPECIES list are also found at Seal Beach. For instance, it is the nesting area for the Light-Footed Clapper Rail, and scientists believe that the refuge is the home for the largest known population of this bird on the West Coast. Others on the endangered species list include the Belding's Savannah Sparrow, the Least Tern, and the rare White-Tailed Kite.

In addition to these, other birds who live there make the refuge a birdwatcher's paradise. They include the Great Blue Heron, Common and Snowy Egret, Pintail, American Widgeon, Shoveler, Green Tail and Cinnamon Teals, Marbled Godwit, Long-Billed Curlew, Dowitcher, Black-Bellied Plover, and the Turkey Vulture.

Marshes such as this are some of the most biologically productive areas in the world. They produce as much as six times the organic material of a wheat field of comparable size.





THE MUDEFLATS AND MARSH islands of Anaheim Bay are alternately flooded and exposed by daily tides. This action brings nutrients to sustain abundant marsh vegetation which in turn provides organic material to support plankton growth, snails, worms, and clams. These support birds and fish, and much of the organic material returns to the ocean and provides food for organisms living along the coast. Thus, this marsh is a vital link in the area's food chain.

In saving the birds, the Navy joined hands with local community leaders, the Bureau of Sport Fisheries, California Department of Fish and Game and California State University in Long Beach. An advisory board was formed from Cal State Long Beach Biology Department as the Navy's marsh advisors. Ichthyologist Dr. David Lane and ornithologist Dr. Stuart Warter are the current faculty advisors.

THE NATURAL STATE of the tidal slough was threatened by a proposed freeway planned for construction during the 1970s. The highway would have bisected the marsh and, according to California State University biologists, would have done irreparable harm to the ecology there.

But the community took a firm stand against the freeway and was supported by the Navy, local news media, and naturalist groups such as the Audubon Society. A bill was introduced and sponsored by 16 Congressmen to protect the area, and the measure finally passed late last summer.

Historically, two-thirds of all tidal marshes in California have been destroyed by man—more than 40 per cent of those remaining are now being threatened. The Seal Beach Naval Weapons Station is an example of man's attempt for survival—not for himself but for all living things.

—Story and Photos by JOCS Ernie Filtz

Top: The Seal Beach Naval Weapons Station lies directly on the "Pacific Flyway." **Far left, top:** One of the better known ducks in the area is the mallard. **Far left, below:** The American avocet uses the marsh as a winter refuge. **Left, top:** A Red-Tailed Hawk keeps a sharp eye out for small rodents. **Left, below:** An egret wades through the marshes of the National Wildlife Refuge. **Left:** A variety of mollusks, like these clams, provide food for birds.

ON THE ECOLOGICAL FRONT

MUGU LAGOON

WITHIN THE CONFINES OF THE PACIFIC MISSILE RANGE just a few miles from California's Mugu State Park, there is a saltwater estuary which still is in its natural state. Called Mugu Lagoon, it is an ecologically rare area in the state of California.

The estuary serves as a basin for Calleguas Creek which drains about 325 square miles of Ventura County. Seen from the Pacific Coast Highway which forms its eastern border, the lagoon presents the appearance of a marsh—the very characteristic which makes it an important food source for offshore fish. It also is a nursery and breeding ground for fish and an important sanctuary for migrating waterfowl and shore birds. These include specimens of endangered species as the California brown pelican and the clapper rail.

The area within the Pacific Missile Range consists of about 460 water acres at low tide and contains three basic sections which are ecologically distinct yet interdependent upon each other.

In the eastern section, the water is shallow—both mud and sand bottoms are present and there is an extensive salt marsh in which several species of fish breed. Here shore birds feed upon an abundant population of shellfish, snails, worms and vegetation. The periphery of the lagoon is inhabited by small mammals such as mice, moles, ground squirrels and skunks.

DURING THE SUMMER MONTHS, algae cover the water with a thick felt-like green and vegetation decaying beneath the water produces an unpleasant odor which many think of as pollution. They are, however, mistaken. The condition which produces the odor is

both natural and healthy for it helps support the life which thrives there.

The central section of Mugu Lagoon consists of a large basin near the inlet and extends about 1200 yards back from a sand barrier. This is the deepest part of the estuary and is the last place on the mainland where harbor seals beach and then give birth to their young on sandbars. During the summer, the area is populated by a herd of between 20 and 40.

The lagoon's central section is also populated with waterfowl. Ducks, gulls, terns and a variety of other birds can be seen feeding or resting there. Because the inlet to the sea is located in this section, the basin supports large numbers of ocean fish such as diamond turbot and flounder that feed and breed in the nutrient-rich waters. The barrier beach between the lagoon and the sea teems with shore birds.

The lagoon's west section consists of shallow water, extensive mud flats and a salt marsh. It is a principal breeding ground for topsmelt and staghorn sculpin. Like the other two sections, the western end of the lagoon supports a large population of waterfowl and shore birds.

MUGU LAGOON has been the subject of many ecological and research programs which give a fascinating picture of the variety of life present. The Kerckhoff Marine Laboratory, for example, has identified 146 marine animal species including 16 species of fish, 77 mollusks, three hermit crabs, 10 true crabs, five echinoderms and 16 annelids. The study also resulted in a report which stated that more than 100



species of birds visit the Point Mugu area and that a large number of waterfowl and shore birds winter in the lagoon. During the summer months, more than 200 California brown pelicans seek refuge and food.

The Pacific Missile Range's 2100-acre marsh and lagoon also support a large plant and plankton population. In fact, the Kerckhoff Laboratory study listed four species of algae, two flowering water plants, 11 flowering marsh plants and a rich plankton supply.

The two flowering water plants are particularly important to local ecology in that their root systems bind the soil thereby providing stable conditions under which some fish and fowl can lay their eggs. The marsh plants are also a refuge for small birds, snails, crabs and mice.

As mentioned earlier, Calleguas Creek empties into the central section of the lagoon. Unfortunately, it is also a discharge route for pesticides used in its watershed as well as nutrient material from the rich farmlands upstream. After a study by the California Regional Water Control Board at Los Angeles, steps were taken to eliminate the use of chlorinated hydrocarbons (which the Navy doesn't use) in the Calleguas watershed.

THE NAVY MAINTAINS continuous security over the lagoon area to protect it. Armed civilian guards frequently patrol the area's perimeter and pilots flying into the air station report anyone sighted in the lagoon's eastern section. People entering the area, even for research, must have state and federal permits. The California Fish and Game Department maintains a close working relationship with the Pacific Missile Range Security Department as does the U. S. Department of the Interior.

Research has clearly indicated that Mugu Lagoon is a balanced ecosystem in a natural state. If man were to intrude, this fragile balance of nature could be damaged beyond redemption. As a marine biologist said, "Simply walking across a mudflat can destroy the burrows of ghost shrimp and reduce the population of clams by 50 per cent along the path taken."

AUTHORITIES regard Mugu Lagoon to be the only area of its kind in Southern California in which marine life has not been severely reduced. Many of the species found at Mugu have, unfortunately, been completely exterminated in other estuaries. If Mugu Lagoon were invaded by man, the impact on both sport and commercial fisheries, for example, could be massive.

Dr. Charles H. Peterson of the University of California's biological sciences department at Santa Barbara advanced another reason for preserving the lagoon. "Its continued preservation for future generations should have a high priority among the ecological goals of California. Mugu Lagoon should remain untouched and protected, a place where scientists of future generations can still see what all Southern California lagoons once resembled."

—Story by Al Frascella

—Photos by Commander R. O. Baker, USN



Navymen invest in young Filipinos' future

OPERATION SCHOOLHOUSE



Above: Operation Schoolhouse students tour the ships that sponsor their education—here, USS Tripoli. Right: Children meet with the men who are their educational benefactors. Far right, top: Operation Schoolhouse has put this student into a well-equipped classroom and her world will be a better place because of it.

TO GIVE TO THE NEEDY is one thing; to give to the worthy is yet another thing. This is the lesson that several hundred Navymen, dependents and concerned civilians are learning from their involvement in a unique, though not new, people-to-people project in the Republic of the Philippines called "Operation Schoolhouse."

Due to the help and honest concern of Navymen out to prove that the U. S. Navy does more than "take care of its own," 928 students in the Province of Zambales, who would otherwise not have been able to attend, are now attending high school. Over 500 diplomas have been earned by students who would have otherwise foregone the benefits of higher education in one of the poorest regions of the Philippines.

Operation Schoolhouse began in 1965 at Naval Communications Station Philippines, San Miguel, Zambales, located on the west coast of Luzon on the South China Sea and about 20 miles northwest of the Subic Bay Naval Base. After the standdown of the old facility at Sangley Point Naval Air Station on Manila Bay in 1958, and the move to Zambales Province, NavCommStaPhil set out to create as much goodwill as possible among the Philippine people—whose last contact with Americans had been during the "return" to the Philippines in 1945. Memories of the Americans' arrival were still fresh, and the welcome supplied by people of this region was so overwhelming that a strong effort was made to maintain relations on the same level.

AID TO BARRIO SCHOOLS had long been a project of volunteers from the station. During one of the



annual barrio school-painting projects, in which thousands of gallons of paint and volunteered manhours were expended, one of the volunteers struck up a conversation with a curious onlooker. In the course of their talk, the American discovered that, though there were numerous schools to attend, most young Zambalenos were not able to continue their education past the sixth grade because of the expense involved. In this predominantly agrarian area where the average family income is less than \$150 per year, free public education is available through only the sixth grade. Although a system of public high schools is being developed, there are few parents of students who could afford the tuition charge of \$25 per year.

After talking to his friends and finding that they, too, shared his concern for the lack of education among the citizens of the community, this volunteer took his idea of donating scholarships to then-commanding officer Captain Frank M. Romanick. The seed of Operation Schoolhouse was planted. Within a week CAPT Romanick had received 42 responses from people who were willing either to help with the organizational work or to give money as soon as a scholarship program was established. In a short time, the reality of some kind of scholarship fund outpaced even the most optimistic hopes for its future.

SETTING WHAT WAS CONSIDERED by many of the early organizers as an overly ambitious goal of 200 scholarships for the first year, the first Operation Schoolhouse fund-raising effort was launched. In less than a month enough money had been received to enter 121 students in freshman classes of several



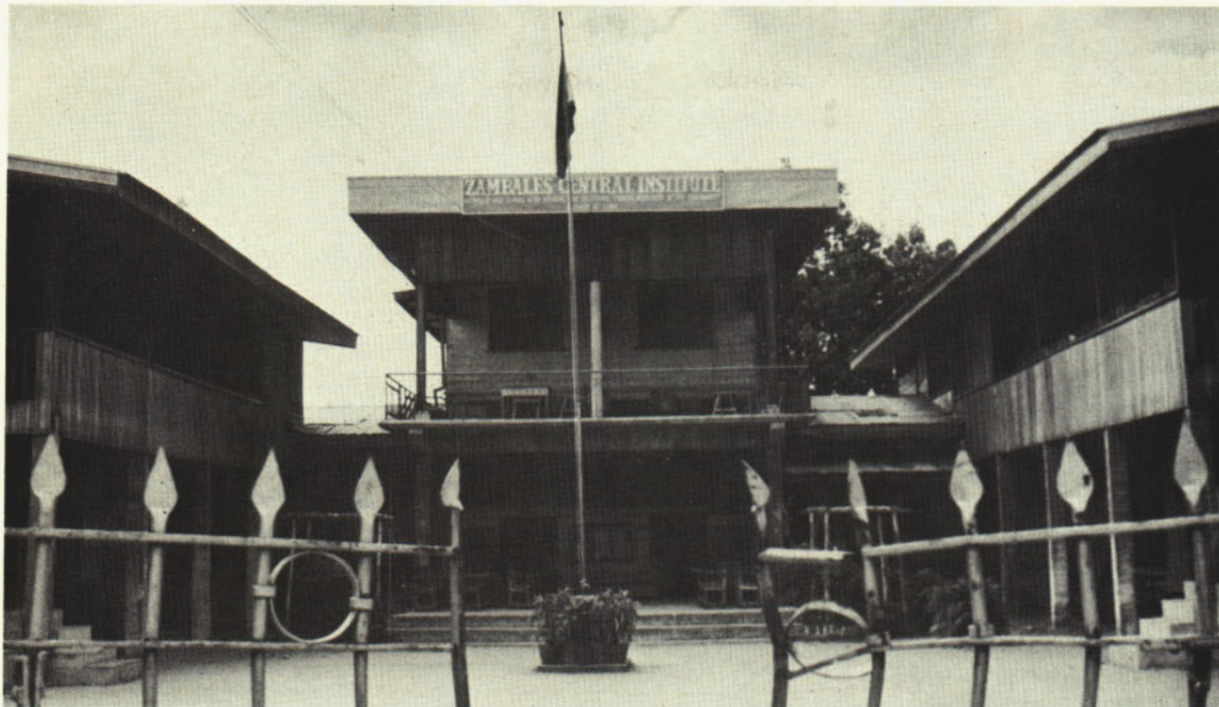
Above: Students and teachers receive an explanation of the workings of USS Cunningham. Below: Touring USS Long Beach. Facing page, top: A typical school of the 22 in Zambales where 928 Operation Schoolhouse scholars are enrolled. Facing page, bottom: The finished product—a girl whose future is a little brighter because of education and Operation Schoolhouse.

Zambales high schools and technical institutes. One month later, the original goal of 200 scholarships was passed when the total pledged amounted to 266 scholarships. But the benchmark for that first-year effort was reached that September—only three months after the inception of the project—when 327 students were sponsored and on their way to high school diplomas.

As the project was originally conceived in its first year, all money received was used to enter as many students as possible into their freshman year of school. However, this method proved unworkable because of inordinate amounts of bookkeeping and also because each student was unsure whether he or she would be able to attend the following year. Currently, every student accepted in the program is guaranteed financing for his entire four-year stint through high school. When a sponsor drops out in the middle of a student's schooling, which is all too common with frequent decommissionings of fleet units, the student is assigned another sponsor.

UPON MAKING A DONATION, a sponsor is assigned a student to whose education additional donations will be channeled. In the case of a \$100 donation, he may specify whether he wants his money to provide four years for one student, or one year for four students. Each spring, students wishing to continue their education are screened by a staff of volunteers. Every one of the applicants—and there are 2000 of them each year—is personally interviewed. Along with their respective financial situations, the ambition of each applicant is closely scrutinized. "At least 90 per cent of the students who enter the program have continued until they graduated," said Ensign Earl A.





Reese, one of the originators of the project and currently its treasurer.

At present about \$20,000 is spent each year from the Operation Schoolhouse fund. The program is now solvent, but it can remain so only with the continued support of new sponsors and the loyalty of those who have experienced the reward of contributing in the past. A recent emergency was overcome when USS *Coral Sea* (CVA 43) gave a record-setting \$4300 to Operation Schoolhouse in honor of the ship's hull number. Not to be outdone, USS *America* (CVA 66) presented NavCommStaPhil commanding officer Captain Robert T. Ruxton, Jr., with a check for \$5100.

However, Operation Schoolhouse is not based on competition but on the satisfaction that each individual Navyman receives when he helps a fellow human being to a better way of life.

As one Navyman wrote in a letter accompanying his contribution: "The strongest tool they have is education. Education which will supply the know-how to fight poverty, to develop modern agricultural techniques, to improve industry, and above all, a country living in a democracy under one God. If my \$20 will give a chance to carry the light to fight these problems, I will consider it the best \$20 that I have ever invested."

—PO3 James S. Hicks

Anyone wishing to give to Operation Schoolhouse or desiring more information on how he can aid in this project, which every day is strengthening the bond between the United States and the Republic of Philippines, may address his correspondence to:

Commanding Officer
NavCommStaPhil
FPO San Francisco 96656



- DISCHARGE FOR IMMEDIATE REENLISTMENT RESTRICTED

If you are considering an early discharge for the purpose of immediate reenlistment, there will be some restrictions placed on the amount of time before your EAOS that you may be discharged. As of 1 Mar 1973, certain limitations have been put on the maximum early separation allowed, depending on the length of the reenlistment term.

If reenlistment is for six years, then a three-month early separation is allowed; for a four or five-year reenlistment, a two-month early separation is authorized; and a three-year enlistment will give a one-month early discharge. No early separation will be allowed for a reenlistment of less than two years.

Certain management problems, particularly with the short-term reenlistment, have been the cause of this action which will affect such benefits as lump-sum leave and mileage payment and constructive time -- allowances which do not apply to early discharges for immediate reenlistment more than three months before expiration date of active obligated service.

- NAVY EXPANDS DIRECT PROCUREMENT PROGRAM TO 65 RATINGS

The Direct Procurement Petty Officer program -- once limited to only three ratings -- has been expanded to include some 65 ratings. The program seeks to recruit individuals in the 21- to 32-year age span who have acquired skills in civilian life which can be useful to the Navy. Fifty DPPO candidates for each rating and paygrade listed in groups A and B of the open rates list may now be recruited.

Enlistments are for a period of four years, and applicants with less than six months' previous military training will be required to complete recruit training. Others will be made available for immediate assignment to the fleet. Minimum age for DPPO applicants is 21 for E-4, 23 for E-5, 26 for E-6 and 30 for E-7.

- NEW EVALUATION FORM FOR FIRST, SECOND CLASS PETTY OFFICERS

A new enlisted performance evaluation form for 1st and 2nd class petty officers has been approved by the Chief of Naval Operations. The new form -- which will be used annually rather than semiannually -- is designed to give more extensive differentiations in the performances of those petty officers.

Individuals will be graded in three broad categories -- relations with subordinates, individual qualities, and overall performance -- and 10 sub-categories. The grading system will use a three-letter code and space will be provided for the reporting senior to indicate special duty recommendations. The new forms will go in effect this November.

- 200 ETs AUTHORIZED CONVERSION TO IC

The Navy needs more Interior Communications Electricians (IC) and less Electronics Technicians (ET) with an NEC of ET-1501, so some 200 conversions have been authorized. If an ET with this code decides to convert, he will receive all the reenlistment bonus benefits offered to those in

the IC rating. He will be authorized to advance to the next higher pay-grade, up to E-6, upon completion of the IC advancement examination if otherwise qualified. Contact your Personnel/Administrative Officer for further information concerning this immediate conversion.

- PERSONAL SERVICES CENTER TO INCLUDE TRANSPORTATION INFORMATION

All personal services centers have now been directed to include details about local transportation in information packages concerning their areas. The directive instructs these centers to provide information such as transportation modes along with prices to various locations from local airports, train stations and bus depots.

This move was initiated to aid the traveling Navy man and woman. Further aid is available to service personnel at some major airports that maintain military information booths, including Honolulu, San Francisco, Los Angeles, San Diego, Seattle, Chicago, Memphis, Baltimore and Orlando.

- ASW ATLANTIC NOW UNDER SECOND FLEET COMMAND

Second Fleet and ASW Forces, Atlantic have been combined under Commander, Second Fleet. The new command will remain headquartered in Norfolk, Va. The merger of the two staffs was undertaken to achieve a savings in billets, streamline command structure, and improve the responsiveness and flexibility of the Atlantic Fleet.. Eighty-one military staff billets were eliminated in the move, but no civilians were affected. The consolidation was similar to the 1 February merger of the First Fleet and ASW Forces, Pacific, into a reactivated Third Fleet.

- RETIREMENT INFORMATION LINE SET UP BY DOD

Because of the many complexities of the present military retirement system and the proposal that has been developed to revise it, the Department of Defense has established a special telephone line which will handle queries about military retirement. The number is: area code 202, 695-1555 or autovon 225-1555. Questions about retirement called in on this line will be given prompt attention. (Note: autovon number published in February 1973 ALL HANDS Navy News Brief should NOT be used.)

- SIX DESTROYER SQUADRON STAFFS DISESTABLISHED

The staffs of Destroyer Squadron One, Three, Nineteen and Twenty-nine were disestablished on 5 March, and the staff of Escort Squadron One will be phased out on 15 April. Also, Destroyer Squadron Eleven will be phased out as of 30 June. Home ports of the disestablished squadron staffs are: San Diego (ComDesRon One and Three): Long Beach (ComDesRon Nineteen and Twenty-Nine), and Pearl Harbor (ComCortRon One and ComDesRon Eleven).

The commands are being disestablished in conjunction with the Fleet Staff Reduction Program as a workable method of reducing the total number of staffs and achieving personnel and fiscal economies without disrupting effective command and control.

- PACIFIC COAST BASE SELECTED FOR TRIDENT SUB SYSTEM

The first base for the new Trident submarine system will be the Bangor Annex, Naval Torpedo Station, Keyport, near Bangor, Wash. The station is located about 10 miles north of Bremerton.

Selection of Bangor took into consideration the suitability of the harbor and channel for the submarines, adequacy of government-owned property, available work force and climate. The base will provide maintenance and logistic support and serve as homeport for the crews.

Selected after two years of study, the new base will cost approximately \$550 million to construct and should be ready to support the first Trident submarine when it becomes operational in late 1978.

- UNIFORM REGS AUTHORIZES HAIR STYLES FOR WOMEN

The Chief of Naval Operations has approved a change to Navy Uniform Regulations authorizing Navy women to wear afro, bouffant and other similar hair styles. The change specifies that the back of the hair may touch, but not fall below the lower edge of the jacket coat collar, and that no hair shall show under the front brim of the hat. In no case can the bulk or length of hair interfere with the proper wearing of military headgear.

- CENTRALIZED DEFENSE INVESTIGATIVE SERVICE FORMED

The Defense Investigative Service (DIS), a new centrally directed personnel security investigative service, has been formed to consolidate all Department of Defense investigative activities within a single activity. DIS is designed to respond quickly to needs for personnel security investigations within the entire Defense establishment, while reducing costs and increasing managerial efficiency. Before DIS was set up, each military department conducted its own personnel security investigations.

- ALL-NAVY CARTOON CONTEST

If you haven't done so already, turn to page 63 for a chuckle or two, then pick up a pen and piece of paper, think about all those funny things that have happened to you or to your shipmates and jot down a sketch, put a caption on it as necessary, and send it to: All-Navy Cartoon Contest, Chief of Naval Personnel (Pers-P4112), Navy Department, Washington, D. C. 20370. It could win for you the title as the 1973 All-Navy Cartoonist, plus an original cartoon strip of Hank Ketcham's "Half Hitch." It's just that simple.

As a contestant, you may enter as many cartoons as desired in this 18th annual contest, which has a deadline of 1 October. Keep in mind, however, that each one must portray a Navy theme and should be drawn in black ink on 8 x 10 1/2-inch paper or illustration board. This is so they may be re-

briefs navy navy navy navy n

produced since most entries, winners or not, are eventually printed in ALL HANDS, and various other news media.

There are a few other entry requirements that pertain to both active duty members and dependents. Active duty members are asked to include the following information on the back of each entry in order for it to qualify: Full name, grade or rate, social security number; duty station, mailing address with zip code (including FPO); name of hometown and hometown newspapers; title of cartoon or caption, and a signed statement as follows: "I certify that the cartoon to which this statement is attached, is original. All claims to this entry are waived and I understand the Department of the Navy may use as desired."

Dependents must include similar information: Full name; mailing address with zip code (FPO if applicable); age; name and address of sponsoring command; name of hometown and hometown newspapers, and title of cartoon or caption.

In addition to signing a statement such as that required of active duty members, dependents must also include an additional statement: "I am a dependent of (name of sponsor, his grade or rate and duty station)."

If there is any question about eligibility, the rules state that "all Navy personnel on active duty in excess of 90 days and their dependents" are entitled to participate in the contest. If your entry should win, the Chief of Naval Personnel will provide a suitable award in addition to those donated by Mr. Ketcham.

● NAVY TO REMOVE 29 SHIPS FROM ACTIVE DUTY LIST

Twenty-nine Navy ships -- 22 combatants and seven auxiliary -- will be removed from the Navy's active list this year. The ships average 26 years in age. Five of the ships from the Naval Reserve Force will be replaced by five newer destroyers from the fleet.

Scheduled for transfer to the Military Sealift Command are USS Neptune (ARC 2), Aeolus (ARC 3), Thor (ARC 4), Lipan (ATF 85), and Mosopelea (ATF 158).

Those scheduled for "mothballs" include USS Ticonderoga (CVS 14), Providence (CLG 6), and Springfield (CLG 7).

Others slated for transfer to the Fleet Reserve are USS Robert A. Owens (DD 827), Myles C. Fox (DD 829), Charles P. Cecil (DD 835), Steinaker (DD 863), and Newman K. Perry (DD 883). These ships will replace USS Allen M. Summer (DD 692), Gearing (DD 710), Purdy (DD 734), John R. Pierce (DD 753) and Henley (DD 762), which will be retired from the Reserve list.

Scheduled for decommissioning: Perry (DD 844), Joseph P. Kennedy, Jr. (DD 850), Charles R. Ware (DD 865), J. R. Perry (DE 1034), Calcaterra (DER 390), Quillback (SS 424), Tusk (SS 426), Cutlass (SS 478), Sea Leopard (SS 483), Grenadier (SS 525), Trigger (SS 564), Harder (SS 568), Great Sitkin (AE 17) and Nantahala (AO 60).

Two ships scheduled for extensive modernization and conversion are USS King (DLG 10) and Mahan (DLG 11).

from the desk of the **Master Chief Petty Officer of the Navy**

"Not For Profit, But Service"



MCPON JOHN D. WHITTET

SOONER OR LATER, most of us borrow money to meet our major and unexpected financial obligations. If wisely used, credit can be a real tool. If abused, it can be a real trap and a menace to financial security.

Consumer credit is available from banks, credit unions, loan companies, department stores, jewelry stores, gas stations, uniform shops; the list goes on and on. There is hardly anyone or any business that will not loan their money to you if they can get it back with interest; but how much interest? Before accepting credit from anyone, it usually pays to shop around! Interest rates, loan provisions and related services can vary significantly from place to place.

Of all the people you can borrow from, the people at your Navy Credit Union can often give you the best deal. Credit unions that service Navy personnel provide low-cost credit together with terms and services that are not normally available to Navymen and Navywomen through commercial credit institutions. The service is personal and convenient and credit can be obtained for almost any provident or productive purpose. Although authorized by Congress to charge a maximum interest rate of 12 per cent per annum, Navy credit unions are currently extending credit at yearly interest rates as low as eight or nine per cent. By contrast, interest on department store charge accounts is often computed at one and one-half per cent per month on the unpaid balance for an annual rate of 18 per cent. Interest rates charged by loan companies and consumer finance offices will usually run from 24 per cent to 36 per cent per annum in most states. If you borrow from a commercial bank, interest rates will vary with your credit rating, the amount

borrowed, the type of loan, where you live and other factors, but you may pay an annual interest rate of eight per cent to 14 per cent.

LOAN CONTRACTS are written in technical legal language and can often be confusing and difficult to understand. In all cases, the clearest guide to understanding the actual cost of credit is the annual percentage rate of interest. The truth in lending law, now in effect, requires lending institutions to show the annual percentage rate on all loans before the transaction is completed. If you are obtaining credit from anyone, make sure to read your contract or have your legal officer review it with you. Always do this before you sign on the dotted line.

Credit unions are member owned. The official structure of a credit union is made up of committees that are either elected by the members or appointed by persons elected by the membership. Many credit union officers, like myself, serve without pay, although established credit unions also have paid employees. When you borrow from a credit union, credit is granted by a credit committee responsible for the approval or rejection of loan applications. Most of the loans made in credit unions today are based on a member's individual character and ability to repay. The law permits unsecured loans up to \$2500.00 and adequately secured loans in larger amounts, depending on the size of the credit union. Most credit unions will permit your dependents to join and some will allow you to retain your membership even after you relocate to a new duty station or retire from active duty.

ACTUALLY, credit unions were the first organizations to grant unsecured or character loans in volume at reasonable rates of interest. Other institutions were not prepared to offer low-cost, personal (consumer) credit based primarily on character. The first general credit union legislation was passed by the state of Massachusetts in 1909 and in 1934 the Congress of the United States approved a bill to set up a federal credit union system. Practically all of the states have now passed credit union legislation.

There are nearly a hundred credit unions now serving Navy and Marine Corps personnel. Each credit union has a field of membership or geographical area in which it may operate. The field of membership for a federal credit union is regulated by the National Credit Union Administration; while state agencies regulate the field of membership for state-chartered credit unions.

ALTHOUGH SOME CREDIT UNIONS have an extensive field of membership and service their

members by mail and overseas teletype, most serve a limited geographical area. It is estimated that about 20,000 stateside Navy personnel are currently ineligible for credit union membership. A program is being developed so that all Navy-men and Navywomen will have an opportunity to join some Navy credit union. The Personal Services Division in the Bureau of Naval Personnel is working vigorously to influence credit unions to extend their fields of membership, but it will take some time.

For most Navy men and Navywomen, joining a credit union is really very simple. You merely submit an application form and agree to purchase at least one share, which usually costs \$5.00. Once your application is accepted and you become a member or shareholder, an account will be opened for you and you will be entitled to the benefits and services that are offered by your particular credit union. The shares or savings deposited in your account are redeemable and draw interest or earn dividends for you. Dividends are paid out of credit union earnings and may be compounded annually, semi-annually or quarterly. Navy credit unions are permitted to pay an annual dividend on member savings of up to 6%. However, the average annual dividend is computed at about 5½%. Dividends, like interest earned from a bank account, are taxable and must be reported to the Internal Revenue Service. Many credit unions, at no individual charge to their members, provide loan protection insurance for their security in case of death or disability. Some even offer life insurance in conjunction with member savings.

FOR YOUR PROTECTION, there are many safeguards built into the Federal Credit Union Act and other rules and regulations have been established by the National Credit Union Administration. The shares in a federal credit union are insured for up to \$20,000 by the administrator of the National Credit Union Administration. All federal credit unions are required to obtain performance bonds on their officers and employees. Audits are required and accounts must be verified at regular intervals, either by, or under the direction of a supervisory committee.

Congress has provided that the single purpose of each federal credit union "is promoting thrift among its members and creating a source of credit for provident or productive purposes." Credit unions exist and flourish primarily because they promote thrift and provide credit at reasonable rates.

"Not for profit, not for charity, but for service" has become the slogan of the credit union movement. As a member of a Navy credit union you are both a lender and a borrower and you usually get the best of both worlds.

FYI - Cost Reduction Measures

THE BUREAU OF NAVAL PERSONNEL has initiated a number of policy changes in recent weeks. Most are aimed toward tightening the manpower budgetary belt in order that it becomes more suitably tailored to a peacetime posture, and because present funding limitations make it necessary.

Some of the programs affected have only been reduced, others eliminated altogether. Nevertheless, the accent is on the positive.

Personnel matters related to the Navyman may appear a little austere for the remainder of fiscal year 1973. There is, however, reason to believe that established transfer and promotion cycles will be reinstated to some favorable degree, especially in view of the planned All-Volunteer force by 1 July this year.

The move toward cutting back certain programs this fiscal year began as early as September when it was announced by the Bureau that assignment policies and tour lengths had to be revised due to a shortage of permanent change of station (PCS) funds. Shortly afterward, restrictions were placed on the policy dealing with payment of various claims, as travel and per diem, and on that pertaining to issuing certain orders, moving dependents and household goods.

Then, in November the Chief of Naval Operations announced in a weekly Navy newsgram—Navy news highlights message sent to all ships and stations—a series of widespread reductions in personnel programs for the rest of the fiscal year. They included a new enlisted early release program, along with advancement and promotion delays. Next, the policy of discharging individuals early for the purpose of early reenlistment was revised by a change that went into effect on 1 March.

HENCEFORTH, anyone who desires immediate on-board reenlistment of three months or less before his established EAOS (Expiration of Active Obligated Service) will be separated early, according to the number of years for which he is reenlisting.

For example, should he desire a six-year reenlistment contract, then he may be separated up to three months before his EAOS for that purpose. If he wants to execute only a four- or five-year contract, then the earliest he may be separated before his EAOS is two months. For a three-year contract: one month early separation. Any contract made for less than three years warrants no early separation.

Almost all petty officer promotions have been held up until 15 June; projected rotation dates (PRDs) have been extended an additional three months for enlisted men and women at their present duty stations.

Although automatic promotions to seaman apprentice and seaman are being continued, advancements to petty officer 3rd class and above have been halted except for those already notified.

For officers, a freeze until 1 June will affect all grades through rear admiral with the exception of promotions to commander vacancies from the backlog of 1972 selectees. For all grades, the freeze does not apply to those completing training leading to promotion.

Non-producers, marginal enlisted performers and those individuals considered to be placing a burden on the command as a result of repeated minor disciplinary infractions or civil offenses were encouraged to leave the Navy early by volunteering for an early release. Over 3000 such discharges were authorized during January and February this year.

IT WAS ALSO ANNOUNCED that plans were in progress to terminate spot promotions, that time-in-service requirements in the junior officer grades were to be changed to 24 months for lieutenants (jg) and 48 months for lieutenants.

The policy authorizing automatic promotions to petty officer 3rd class for a certain percentage of class "A" school graduates has been suspended. However, promotions that are part of an enlistment contract—such as for the nuclear and advanced electronics technician fields—are being continued.

In the area of transfers, students graduating from flight training in June will not be transferred from the Training Command until the month of July. Further, Naval War College, Postgraduate School and Fleet Ballistic Missile Navigator and Weapons Officers Submarine School graduations will be delayed until July. Meanwhile, potential graduates of these courses will receive extra instruction in such subjects as race relations, command leadership and drug abuse.

In addition to the foregoing, studies have been initiated on methods to cut official travel and per diem expenses and to tighten accounts dealing with leave. And the designation of certain public quarters as "inadequate quarters" has been delayed until 1 July.

ASIDE FROM THE RESTRAINTS placed on promotions, the cutback in proficiency pay will have a great impact on those individuals receiving extra pay. Effective as of 1 April, these pro pay categories will be reduced—or discontinued—accordingly:

- Aviation fire control technician (AQ) award of P3 (\$150) is reduced to P3 (\$100) and aviation electronics technician (AT) award of P2 (\$75) to P1 (\$50). NECs 4952, 4953, 4954 and 4955 are reduced from P3 (\$100) to P2 (\$75).

- Slated to end is P3 (\$100) pay related to data systems technicians (DS) and NECs 1155, 1541, 4931 and 4951.

- P2 (\$75) skills scheduled for phase out are:

- 1) Sonar technician (ST) and sonar technician general (surface) (STG)—STSs and STs from STS source rating will continue to receive the pro pay, however.

- 2) Aviation antisubmarine warfare operator (AW), electronics warfare technician (EW), fire control tech-

nician (gun fire control), FTG, and gunner's mate technician (GMT) ratings, and

- 3) NECs 033, 0334, 0984, 0997, 272X and 277X.

A list of "cost avoidance actions" published by the Bureau follows:

Cost Avoidance Actions Affecting Officers

- All officers now serving on an accompanied overseas shore tour will be extended to the maximum tour length authorized. These extensions are only for those officers currently overseas and those receiving such orders during the remainder of FY73.

- The Officer Salvage Diving Program has been reduced by 50 per cent for the remainder of FY73 with no more than 29 officers being introduced to the program.

- The Basic Underwater Demolition Seal Training (BUDS) quota has been reduced for the remainder of FY73 from 36 to 18 officers.

- For the remainder of FY73, all Officer Damage Control Training will be conducted only at San Diego and Norfolk.

- Naval Reserve lieutenants and lieutenants (jg) who twice failed to be selected for promotion were slated for release by 31 March.

- Spot promotions are suspended until June 1973.

- Naval Reserve officer voluntary recalls were deferred until the fourth quarter of FY73, commencing 1 April.

- Officer promotions to most grades have been stopped until June.

- Promotion to LTJG will now occur at the two-year point and to LT at the four-year point.

- The officer Helium-Oxygen Deep-Sea Training course has been discontinued for the duration of FY73.

- Only Officer Candidate School graduates will be allowed to enter the Surface Warfare Officer School for the remainder of FY73.

- Bettis Laboratory Training for Naval Reactor Engineers has been postponed through FY73.

- Transfers will be delayed until July for officers at Naval War College, Naval Postgraduate School, and the Basic Submarine School for fleet ballistic missile weapons and navigation officers.

- Officers graduating from other service schools during the latter portion of the fourth quarter of FY73 will not be transferred until July.

- Where possible, all orders to FY74 service schools and colleges will not authorize detachment from current duty station before 1 July of this year.

Cost Avoidance Actions Affecting Enlisted Personnel

- Scheduled advancements for pay grades E-3 through E-9 have been changed from the first of the month to the 16th of the month. Pay grade E-2 advancements to be determined by the command.

- Reduce or terminate pro pay in the AQ, AT, DS, ST, STG, AW, EW, FTG, GMT, and various NECs (see above) as of 1 April.

- Wherever feasible, transfer recruits in groups to

the next duty station to which they are assigned.

- Withhold until June 1973 all planned petty officer advancements except those contracted under guaranteed programs, such as the nuclear and electronic fields.

- Cancellation of the accelerated advancement program in which eligible graduates of certain "A" schools were offered automatic promotion to pay grade E-4 became effective on 1 January.

- Individuals whose projected rotation date is currently recorded as April 1973 or later, and who are serving on board in a permanent duty status in types duty 1, 2, 4 and 5 (shore, sea, non-rotating sea and neutral) have had their PRDs extended three months. There are exceptions, however, for those individuals who are in ratings or NECs having a six-year sea tour; who are communications technicians; who are temporary air Reservists or who are in engineering ratings participating in LANTFLT PHASEVEY, a pilot program designed for a balanced rotational flow of individuals within the Atlantic Fleet.

Also exempt are individuals serving in the Sixth and Seventh Fleets and whose PRDs have already been adjusted due to operations in Southeast Asia and the Mediterranean.

Because of unique problems relating to FBM submarine patrol cycles, and to insure proper manning of the nuclear fleet, special extensions have been arranged for individuals serving in SSBNs and other naval nuclear propulsion plant units.

THAT ABOUT WRAPS UP the exceptions to the three-month PRD extensions, except that those individuals whose PRD falls during the months of April, May and June 1973 may consider their extensions as "soft." That is, in some cases extensions may be canceled—especially in deprived ratings—because of personnel requirements related to high priority programs or other essential rotation situations. Final actions recommended:

- Holding in abeyance all one lump sum and remaining amount VRB payments for the remainder of FY73, except in severe hardship cases.

- Suspending purchasing certain high-cost luxury and convenience food items for Navy general messes.

All of the foregoing actions were set into motion on 8 February as published in BuPers Notice 1306, slated to be canceled by July of this year.

—JOC Marc Whetstone

Communications --- it works both ways

MANY FEEL the basic problem of racial discrimination today is cultural misunderstanding—they feel majority and minority groups suffer from a lack of dialogue about each other's culture.

One man who is trying to create an atmosphere conducive to this dialogue is Navy Chief Warrant Officer Walter Gibson who formerly served as the Special Assistant for Minority Affairs on the staff of the Naval Advisory Group, part of the Military Assistance Command in Vietnam. A 14-year veteran, Gibson admits to having no real academic background in minority affairs. "All I have as credentials are living and being black for over 30 years," Gibson stated.

The Chairman of the Command's Human Relations Council since June 1971, Gibson was constantly involved in attempts to improve communications and

mutual understanding. He feels that Admiral Zumwalt, Chief of Naval Operations, has put forth the right directives and initiated the correct philosophy. But it is still up to people to make these programs work.

"You have to go out and meet the people, rap with them and find out first-hand what is happening. People will not always come to you. I think it is my responsibility to keep my finger on the pulse of the problem, not just read about it," explains Gibson.

Recent incidents aboard U. S. Navy ships and shore installations seem to substantiate Gibson's feelings. Gibson views these incidents as not completely the fault of the people in leadership positions, but rather the fault of individuals who misread a calm situation as one in which there are no problems.

"There was an undercurrent there, but no one seemed to be aware of it."

"I feel that the Navy has come a long way in fighting racial discrimination," mused Gibson. "Fourteen years ago you rarely found a black man in a technical field, let alone attending a service school. I attended radio school, which put me among the minority. Today you have black officers, not only as junior officers, but there's also a black admiral on active duty. I think the Navy has made changes, but there are still some barriers to overcome."

Gibson and his wife Tomie call Vallejo, Calif., their home. After completing his tour, he was transferred to Naval Schools Command, Mare Island.

WHAT'S NEW IN THE NAVAL RESERVE

IN A MOVE DESIGNED TO STRENGTHEN the Naval Reserve, the Navy has consolidated the Naval Surface and Air Reserve Commands into one command. The new command is headed by a three-star admiral with the title, "Chief of Naval Reserve;" Vice Admiral Damon W. Cooper, USN, has been nominated to head the command.

Admiral Cooper has also assumed a new additional position on the staff of the Chief of Naval Operations as the "Director, Naval Reserve." He will be directly responsible for Reserve affairs to the Chief of Naval Operations in accordance with Title 10 of the U. S. Code.

In making the consolidation decision, Secretary Warner told the Chief of Naval Operations that, "The Secretary of Defense and I shall expect a full combat-deployable Naval Surface and Air Reserve maintained in a 'ready' status through the use of improved facilities, challenging and meaningful training, appropriate manning, and the assignment of a full complement of mission-capable hardware."

The Chief of Naval Reserve reported directly to the Chief of Naval Operations and also for additional duty to the Commander in Chief, Atlantic Fleet, and the Commander in Chief, Pacific Fleet. He has two rear admiral deputies—one for Air and the other for Surface Reserve.

The deputy, who has a designator different from that of the chief, also serves as the "Deputy Chief of Naval Reserve." For example, while Vice Admiral Cooper, who is an aviator, is the Chief of Naval Reserve, then the rear admiral deputy, as a surface officer, will also serve as the "Deputy Chief of Naval Reserve." In announcing the consolidation, Navy Secretary John W. Warner said that in due course he would like one of the flag officer deputies to be an inactive duty Reserve officer who would be recalled—voluntarily—to active duty.

Active and inactive duty officers participated in the planning for the consolidation, and the final version contains many suggestions made by Reservists themselves.

HHEADQUARTERS OF THE NEW COMMAND is at New Orleans, La., the site recommended by the Naval Inspector General. The Inspector General determined

that a central location within the United States was necessary, as opposed to a site on either the East or West Coast. There also was a need to have a port facility as well as a nearby Naval Air Reserve facility.

In a move to conserve funds, it was desirable to locate near an existing, modernized naval air facility—New Orleans met all of these specifics.

The Secretary of the Navy stated that among the first duties of the new Chief of Naval Reserve will be to submit recommendations to him through the Chief of Naval Operations on the following:

- A detailed plan of action and milestones for putting the decision into action.

- Responsibility for readiness of the surface and/or air hardware units; i.e., whether Chief of Naval Reserve or the fleet commanders in chief shall control ships and planes.

- Additional missions which can be appropriately assigned in our contingency plans to the Reserves under the Total Force concept and increased resources, if any, necessary.

AMONG NUMEROUS DUTIES, Vice Admiral Cooper is responsible for establishing and justifying Reserve funds appropriated by Congress for operation, maintenance and construction programs.

Secretary Warner said he considered this Reserve consolidation a positive step in support of the Total Force concept.

Vice Admiral Cooper was Commander Attack Carrier Striking Force off Vietnam for the past 19 months. As such, he has had the responsibility for conducting naval air strikes in Southeast Asia.

Reserve Recruits

GUNNER'S MATE 2ND CLASS Paul Christian is a Naval Reserve recruiter but prospective recruits aren't his only interest when he walks into the Lincoln Youth Center at Fort Smith, Ark. There are 450 young people enrolled at the center. They come there to have fun and make friends and Paul Christian makes certain that everyone is enjoying himself. The fact that the center also helps establish friendly relations between neighborhood kids and the police reduces local vandalism and provides a wholesome recreational outlet for young people is a bonus.

The youths who frequent the center are between the ages of eight and 18. The organization's leaders estimate that most drop in each day after school. The local ministers are working on a program of spiritual guidance for the center's members and there are provisions for those with health problems to be directed to the appropriate agency.

For Petty Officer Christian, the center has also provided a place where he can talk to young people about making a career in the Navy. If he convinces any of the members he contacts to join up, he considers that a plus. In the meantime, Paul Christian is doing something he likes to do and helping the community, too.

SUBMARINE COMMANDER, USNR

TO QUALIFY for submarine command as an inactive Naval Reserve officer is an almost impossible task for a civilian-sailor. Yet, after more than five years' perseverance and hard work, Lieutenant Commander Charles T. Ricker, Jr., may be the first man to do it.

His interest in submarines began while he was on active duty aboard the rescue escort USS *Marysville* (EPCER 857). This small patrol vessel often was assigned duty with maneuvering submarines. Ricker, then an ensign, was determined to find out more about what went on in the world below him.

Transferring to inactive Reserve status in 1960, Ricker, who had by then attained the rank of LTJG, became affiliated with Submarine Division 4-37, a component of the Naval Reserve Training Center at Philadelphia, Pa. There he began a three-year training program toward becoming a submariner.

The training in submarines led to Ricker earning his dolphins in 1966. The dolphins symbolized his designation as a U. S. Navy submariner.

Ricker spent active duty for training tours in the submarines *Grouper*, *Carp*, *Irex*, *Diodon*, *Caiman* and *Clamagore*. He said he learned much from the crewmen of the subs who spent hours on watch giving him instructions.

Other training which led to Ricker's qualification for submarine command included tactical instruction and a Prospective Executive Officer's Course at the U. S. Naval Submarine School at New London, Conn., as well as 22 correspondence courses in such subjects as diesel engines, oceanography, problems in marine navigation and elements of naval machinery.

Ricker was named qualified for command of submarines on 2 Aug 1971. A convening Navy board of

expert submariners to evaluate Ricker's qualifications said:

"The board determined that LCDR Ricker possesses the depth of knowledge, breadth of experience, judgment and command presence requisite in a submarine commanding officer."

Veterans of Silent Service Combat Asked to Record Their Experiences

THE MEMORY OF A SUBMARINE ACTION generated by an experience during World War II could possibly become a part of recorded history—in your own words.

Through a program of taped interviews by veterans of significant "silent service" action during the war, the Commander Submarine Force, U. S. Pacific Fleet, is attempting to document notable and specific historical information from a generally untapped source—the individual.

Entitled Operation STASH (Stop Throwing Away Submarine History), the program is based on the recorded conversations in an effort to enhance present files of past history on the role of submarines, especially in the Pacific Theater. It is hoped that recollections and descriptions by actual participants will better the understanding of such events, not only for military personnel, but interested civilians and students as well. Recordings will be kept in the Pacific Submarine Museum on the Naval Submarine Base at Pearl Harbor and will be available to the public for use within the museum upon request.

An individual willing to share a silent service memory may do so on his own tape-recording equipment or on equipment available to him through his neighborhood library. And, to simplify matters, the participant will be provided ample magnetic recording tape, a list of proposed questions and a scenario format to serve as a guide in conducting the homemade interview. The interviewer may be a friend or relative.

For further information, write to: "Operation STASH," Commander Submarine Force, U. S. Pacific Fleet, FPO San Francisco, CA. 96610.





Training in

THE TOWER

THE Basic Underwater Demolition/SEAL Team training unit (BUD/S), a department of the Naval Amphibious School in Coronado, Calif., has added a new and unusual facility to its already complex and diversified training program. The "Frog Family's" new facility is formally known as the "Naval Amphibious School Free Ascent Training Tower"—but is more commonly referred to as, simply, the tower.

The tower is a 46-foot high column of water which is 20 feet in diameter. Located adjacent to the BUD/S training area on the Coronado Silver Strand, it holds 105,600 gallons of water—with a weight of more than

New Developments in UNREP

SINCE UNDERWAY REPLENISHMENT at sea was first introduced more than 30 years ago, the methods and equipment used in the operation have become greatly sophisticated. Today, the complexity and speed of operations during an "unrep" demand a highly skilled, carefully coordinated team of specialists.

The creation of such teams was the object in an innovation of on-ship training conducted in early 1971 aboard *USS Santa Barbara* (AE 28) at that ship's home port, Davisville, R. I.

Santa Barbara was selected as school ship in order to train deck teams from other ships in the operation of missile/cargo STREAM (Standard Tensioned Replenishment Alongside Method)—an unrep system which uses a wire highline made fast to the receiving ship and a trolley that travels along it by means of in-haul/outhaul wires.

The unique feature of STREAM is the constant tension maintained on the highline by a hydropneumatic type ram tensioner system. The ram tensioner maintains constant tension in the highline regardless of the roll of the two ships in sea states up to and including 5. In Missile/Cargo STREAM the inhaul/outhaul wires are controlled by winches which also automatically

maintain controlled tension regardless of relative ship motion. All these features result in rapid and safe transfer of material, even under conditions previously considered marginal or unacceptable.

The training program, designed and administered by representatives of the Naval Cargo Handling and Port Group, included both classroom and practical instruction.

In order to make the drills as realistic as possible, two receiving ship "mock-up" kingposts were installed on the pier by local Seabees, enabling the students to simulate actual alongside operations and to pass ammunition to and from the pier on the highline.

Included were instruction in operating procedures for the various rigs and equipment, classroom lectures on the theory and practice of replenishment, and actual transfer operations.

The positive results of the school, based on comments by both students and instructors, argue for continuance of the type commander-sponsored SERVANT STREAM Training Team.

USS CHARLES F. ADAMS (DDG 2) completed two underway replenishment operations with a civilian tanker, *ss Erna Elizabeth*, while operating as a member of NATO Standing Naval Force Atlantic. The refuelings took place off the northern coast of Puerto

45 tons. The tower includes a submarine escape hatch (similar to those found on conventional submarines) built into its cylindrical bulkhead 35 feet below the water's surface. This hatch is used to familiarize BUD/S students with egress procedures from a sunken submarine since, when they qualify as UDT/SEAL Team members, they'll be using such methods to enter a watery environment.

Other Navy people to use this new facility include UDT/Seal Team members, Second Class Navy Divers, and any submariners in the area who need to brush up on escape procedures. The BUD/S tower represents the only facility of its kind on the West Coast. Naval bases in New London, Conn., and Pearl Harbor, Hawaii, are the only other commands with comparable facilities.

One of the major potential hazards for individuals ascending from a submarine escape hatch is air embolism, a potentially fatal condition of tiny air bubbles forced into the blood stream. In case a person in the tank does develop an air embolism, the tower is equipped with a recompression chamber located at the water's surface where the victim may be treated within seconds after suffering a diving mishap.

Another essential piece of equipment on the tower is a diving bell which is used as a way station for instructors escorting the trainees between the escape hatch and the tank's surface—a popular feature among students since, when you're learning something as difficult as this, it's nice to have an instructor around.



Rico as part of the joint U. S. Navy-U. S. Maritime Administration project "Charger Log I."

Adams' first unrep with the tanker made her the first U. S. destroyer to participate in Charger Log I and one of the few naval ships to be replenished underway from a civilian tanker. The refuelings were accomplished by the astern method in which a hose is passed over the tanker's stern, through several hundred feet of water, to the forecastle of the receiving ship. This method is commonly used by foreign navies but is almost unknown in the U. S. Boatswain's Mate 1st Class Calvin E. Powell, petty officer in charge of *Adams'* refueling station, commented that this method of replenishment is probably the simplest to rig and use that he's employed.

Project Charger Log I is a test to determine the feasibility of routinely refueling U. S. warships from U. S. flag civilian tankers in circumstances where U. S. Navy oilers might not be available. *Adams'* first astern refueling procedure was recorded on videotape to provide closed-circuit TV communication for the crew. The second unrep went even better than the first.

From RD to OS

The Navy removed the Radarman rating from its job list last November and replaced it with Operations Specialist, a new one more fittingly describing the ex-

pertise required of those dealing in the field of detecting radio-wave echoes.

However, the change from RD to OS, insofar as the Navy's 10,000 radarmen are concerned, was in name only. They have retained the same service school facilities at the Great Lakes Naval Training Center in Illinois, they wear the same rating badge, and many of them have the same responsibilities, except now their association with radar—radio detecting and ranging—is far more refined.

In the infancy of the rating, radarmen were essentially just that—radarmen, men who scanned little black boxes stashed away in an obscure corner behind dark drapes on board ship. But today's Operations Specialists must use a variety of communications equipment to collect such information. They are trained to evaluate information, using highly sophisticated technical data systems unlike anything dreamed of during World War II. And, they must have a workable knowledge of a large number of tactical publications since they are called upon to control aircraft and give pilots tactical guidance based on their evaluated radar information. Consequently timing and accuracy become two vital factors required in the makeup of the Operations Specialist, making him essentially just that—a specialist.

CHOPTECH W2 David H. Lee, USN.

A Mother's Letter to SecNav

WHEN A YOUNG MAN sits down and expresses his patriotic feelings about serving in his country's Armed Forces, he does so freely, with a sense of pride and self-reliance. It usually comes simply, with explicit words, to the point. He recognizes his duty. He sincerely cares.

But, if that man should die, what then is the value of his feelings? What about those of his loved ones left behind, say, his mother? Expressing one's feelings about such a personal loss doesn't always come easy, as was surely the case for Mrs. Peggy E. Pilot of Salisbury, N. C.

After Mrs. Pilot received word from the Secretary of the Navy that her son had been killed on board the cruiser *USS Newport News* (CA 148) as a result of an accidental gunmount turret explosion during a shelling mission off Vietnam, she wrote to the Honorable John W. Warner conveying not only her own feelings, but those of her son, as he wrote them to her as a Navyman. The Secretary shares Mrs. Pilot's letter with the readers of *ALL HANDS*.

Dear Mr. Warner,

I am the mother of Seaman Stanley G. Pilot, Jr., who was killed on the USS Newport News, 1 Oct 1972.

I just wanted to write to you to thank you for the kind letter you wrote on 12 Oct 1972, and to let you know that I am so very proud that Stan chose to serve his country.

He would have been 19 years old 11 Oct 1972, and that made our grief that much harder to bear. My daughter is all I have left, but I am not bitter because I keep thinking of several lines from a letter Stan wrote to me on 3 Mar 1972, while he was in Boot Camp.

He wrote, "It was my own decision. I haven't regretted one single minute of it. I am proud to be serving a country that is free like the United States is. I have enjoyed every minute of Navy life."

All we can do now is to pray to God for the safety of his mates and ship. And for the captain, who I know how his heart was breaking when he had to write those 19 letters.

Thank you again for thinking of me.

Yours truly,
Mrs. Peggy E. Pilot

IN HIS REPLY to Mrs. Pilot, Secretary Warner extended his appreciation for the warmth and sincerity of her letter, adding, "The everlasting pride you have in your son, his service in the Navy and his service to his country is an inspiration to families and his shipmates wherever they are."

British Sea Cadets Honor U. S. Navy Chief

THE MEMORY of a late U. S. Navy senior chief petty officer was honored recently by a group of British Sea Cadets in the London suburb of Stoke Newington. A trophy bearing the chief's name, Archibald R. Berthiaume, was presented to the cadet unit by Rear Admiral Edwin M. Rosenberg, USN, Deputy Commander in Chief and Chief of Staff, U. S. Naval Forces, Europe.

The late Chief Berthiaume, a senior chief draftsman, was stationed in London from 1960 to 1963. During that time, he devoted most of his off-duty hours to instructing and leading the youngsters of the Willesden-Paddington Sea Cadet Unit, one of 67 units in the greater London area. Among the Willesden-Paddington cadets was his son, who is now a U. S. Navy lieutenant on active duty. Chief Berthiaume returned to the U. S. in 1963, and in March 1968 he died after 27 years of naval service. He is buried in Arlington National Cemetery.

To perpetuate the memory of the chief who liked

to be called an "honorary Englishman," his friends in the Sea Cadet Corps instituted the Berthiaume Memorial Trophy. It will be awarded annually to one of the 12 cadet units in District Six, one of the six districts in the London area.

Competition for the trophy involves a 48-hour survival course in midwinter. Each cadet unit sends six boys, aged between 14 and 18, on a 30-mile cross-country hike during which they live on only the provisions they carry on their backs. A complex grading system based on speed and efficiency determines the trophy winners.

This Adventure Training Competition, as it's called, is only one phase of the Sea Cadet training program. The Stoke Newington unit, for example, holds meetings seven days a week throughout the year and offers training in marlinspike seamanship, engineering, marksmanship and many other subjects. Two meetings a week are mandatory, and the boys attend in uniform. During weekends, the cadets often stay aboard a houseboat on the River Lie.

Currently numbering 40 cadets, the Stoke Newington unit is supplied uniforms by the Royal Navy which also offers annual training courses on H.M. ships and shore establishments.

—PH1 Bob Woods

Naval Aviation Museum

GROUND HAS BEEN BROKEN and construction begun on the Naval Aviation Museum—a multimillion-dollar building at NAS Pensacola which will house artifacts and records tracing naval aviation from its infancy to modern times. Retired Admiral Arthur W. Radford, former chairman of the Joint Chiefs of Staff and now president of the Naval Aviation Museum Association, is in charge of the fund-raising for the structure.

Funds have been received through private solicitation and through donations at special events such as a pro-am golf tournament at NAS Pensacola, and shows featuring the Blue Angels Flight Demonstration Team at air stations throughout the United States. More than \$1 million—including \$200,000 donated by active and former naval aviators—has been raised for the initial phase of the estimated \$5 million project. These funds will permit the construction of the first increment—a \$1.5-million main exhibit hall scheduled to be completed in early 1974.

The present aviation museum—also at Pensacola—has exhibits including full-scale aircraft, but many items have been placed in storage because display space has been lacking. The new museum is designed to absorb these and other items which will be donated.

The building, designed by a New York firm, will contain 150,000 square feet in contemporary design featuring a large display hall in the center. This hall plus entrance way, lobby, gift shop and office space

for the museum staff, is included in the first step of construction. Plans call for the museum to incorporate workrooms and storage facilities, plus an auditorium for seminars.

High School Mini Cruise

IF YOU'RE SELLING A PRODUCT, there's nothing like a sample. When the product is the Navy, the sample could very well be a cruise. That's how the entire senior class of Brunswick High School found itself aboard *uss Raleigh* (LPD 1) after a cruise aboard two small landing craft.

Brunswick High School is located in Lawrenceville, Va., a landlocked community south of Richmond. The 166 students traveled to Norfolk at the invitation of the Navy Recruiting District, Richmond, and took a seven-mile ride, complete with white caps and salt spray, from Little Creek.

While they were "at sea," the young guests toured nearly every inch of the ship, sampled Navy chow and were impressed on their arrival in *Raleigh's* cavernous well deck.

The trip so impressed several of the students that they decided to go Navy. Those who didn't at least know a little more about the sea service and, after graduation, may decide that Navy life is for them.

The idea of mini-cruises for prospective recruits was adopted in the spring of 1972 by the U. S. Atlantic Fleet Cruiser-Destroyer Force and has since gained in popularity both in the Atlantic and Pacific fleets and with recruiters and prospective recruits.

—Story by JO1 Carolyn N. Langhols, USN

IDEAS PAY OFF

MACHINIST'S MATE Second Class Kenneth R. Mayer submitted a suggestion aboard *uss John F Kennedy* (CVA 67) and is \$500 richer for his effort.

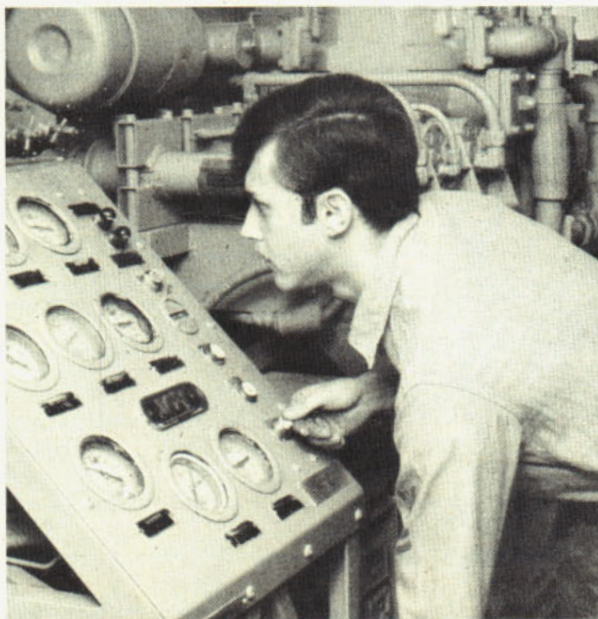
Like most suggestions, Mayer's was the essence of simplicity. When he reported aboard *Kennedy*, he noticed in the ship's number two and four main engine rooms that air was cleaned by an oil system after it came from a compressor and before it was piped into the high pressure system.

The systems in both engine rooms, however, operated independently of each other. If the cleaning system in one engine room became inoperable, there was no way to cleanse the air in that particular system.

Mayer suggested that the two high pressure air systems be connected by pipes and a series of valves. In this way, even if the cleaning system on one pump was down, air from the system could be cleaned by the other pump.

In addition to the satisfaction Petty Officer Mayer received from the \$500 award he received for his suggestion, he was also gratified to hear that the system he suggested will soon become standard on all aircraft carriers.

—Story by JO3 John D. Berghofer



On the subject of weight- WINNING by LOSING

THE BATTLE of the bulge is an ever-present problem in today's society. It's the only battle you win by losing.

There is a fine line between just being overweight and being obese. Although there is no definite rule on what constitutes obesity, some agree that a difference of 10 per cent above the average or desirable weight is considered excessive poundage. Others place 20 per cent as the limit outside of normality.

Although there is disagreement concerning the dividing line between obesity and simply being overweight, doctors agree that excess weight is a health hazard. They also agree that obesity, in particular, has been associated with four different hazards—changes in various normal body functions; increased risk of developing certain diseases; detrimental effects on established diseases; and adverse psychological reactions.

The number or severity of functional changes in the body has nothing to do with the degree of a man's obesity. In some exceedingly obese people, changes are only temporary while in others who are only mildly overweight, some major derangements take place. Usually, the rule is: The more fat, the more trouble.

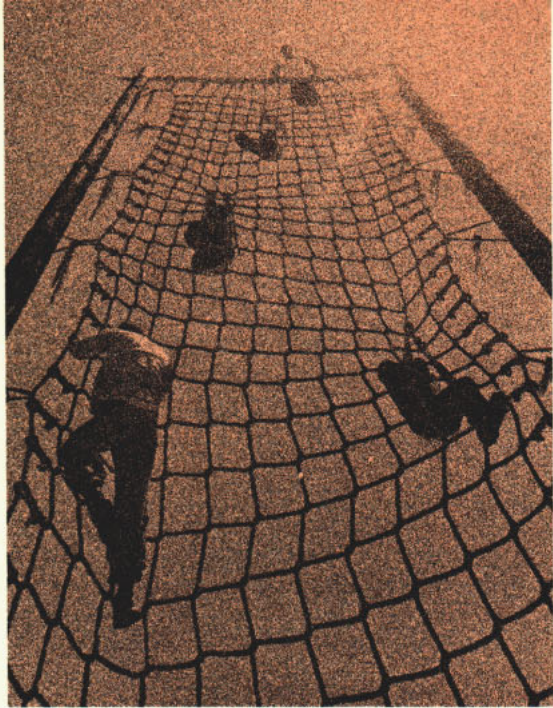
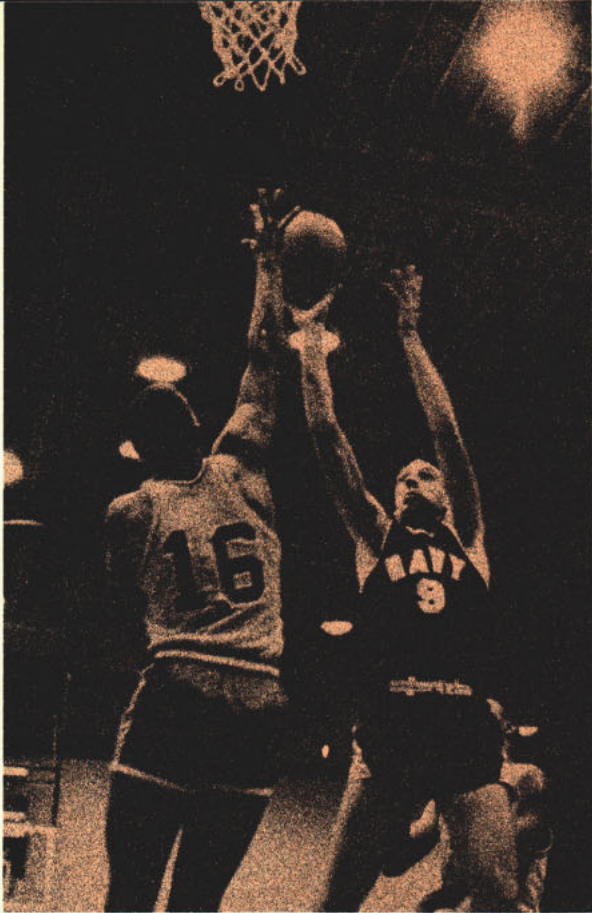
TAKE RESPIRATORY DIFFICULTIES as an example. The more weight in the chest wall, the greater the work of breathing, and a man whose fat is distributed all over his body has just that much more tissue to supply with blood.

Because a man is fat, carbon dioxide will accumulate in his blood, making him lethargic and sleepy. Lowered oxygenation in his arterial blood can cause his red cell production to run away with itself leading to thromboses and other problems of blood clotting.

A fat person usually develops high blood pressure which often returns to normal after a significant weight loss. Hypertension is also often a malady suf-

Overweight can be controlled with sensible eating habits and some form of exercise such as participation in sporting events or physical education training.





fered by a man who gains excess weight. It is a medical fact that the obese suffer more from hypertension than those whose weight is normal. The fat, hypertensive man also runs a greater risk of heart disease than his slim but also hypertensive neighbor.

There are other undesirable side effects for the fat man, too. He is more likely to suffer from diabetes than his slimmer brother and he is a bad surgical risk. If he is 10 pounds overweight, his chances of dying before his time are eight per cent above the normal death rate and, if he is 50 pounds overweight, his chances of an early death increase to a whopping 56 per cent above normal. Most physicians agree that obesity aggravates a host of existing disorders such as varicose veins, osteoarthritis and other bone and joint diseases.

SINCE FOOD IS A COMFORT to most people, an obese person who tries to reduce his food intake is quite likely to run into some psychological difficulties and may, indeed, require psychological help while he is dieting, which is, unfortunately, about the only way to rid oneself of excess fat.

A diet should be nutritionally sound and shouldn't make the dieter feel too hungry. Most overweight people do most of their overeating late in the day and during the night, so particular care should be taken to control caloric intake during these periods. Before an effective diet is adopted, it is possible that many will be tried and discarded. Once a diet rids a man of unwanted weight, he may have trouble keeping himself slim because it will seem that he is faced either with perpetual hunger or obesity.

There is, however, an alternative and that is exercise. An increase in a man's physical activity can burn unwanted calories. Often all that is required is a daily walk of several miles. Regular exercise adapted to a man's physical capacity not only prevents fatness but also promotes positive nitrogen balance and better muscle tone.

Assistance for Navy Dependents

THERE ARE A NUMBER OF BENEFITS available to the dependents of deceased veterans and some others which are available to the families of men (and women) who have been listed as missing in action or as prisoners of war. Every Navy family should be aware that these are available and know how to obtain them. Complete information on both is available from the nearest Veterans Administration Office; however, here is a brief rundown:

- **Dependency and Indemnity Compensation (DIC):** This is payable to eligible dependents of veterans whose service-connected death or disability occurred during or after 1957. Those who are eligible are widows, widowers, and unmarried children under 18. Certain helpless children and those between 18 and 23 who are attending schools approved by the Veterans Administration may also be entitled to this benefit as may be parents of deceased or disabled veterans.

- **Non-Service-Connected Death Pension:** This is payable to widows, widowers, and unmarried children under age 18 or under 23 if they are attending a VA-approved school. Applicants must meet VA income requirements to be eligible.

- **Orphans', Wives', Widows' and Widowers' Education:** This benefit provides for training in schools, colleges, apprenticeship programs, correspondence courses and on-the-job training. The services of tutors are also authorized.

IN ADDITION, this benefit extends to the dependents of veterans who are totally disabled because of service-connected disability and to dependents of servicemen who have been listed as missing in action or who have been prisoners of war for more than 90 days.

- **Home Loans for Widows, Widowers and Wives:** Unremarried widows and widowers of men and women who served during or after the Korean conflict and died of service-connected disabilities are eligible for this benefit. So are the wives of active duty servicemen who have been listed as missing in action or as prisoners of war for more than 90 days. Men and women who are in this category are eligible for GI home loans. As most people know, GI home loans generally require a relatively small down payment.

- **Burial Benefits:** These are also available to the dependents of veterans. Information may be obtained from the nearest VA office, veterans' organizations and even from a funeral home.

According to the veterans' law signed in October 1972, widowers of women veterans and women vet-

erans themselves no longer have to prove a husband's disability or incapability of support in order to collect veterans' benefits.

The U. S. Government, through the Veterans Administration, probably has the most comprehensive system in the world for aiding veterans and their dependents but it emphasizes that these benefits are not furnished automatically. You must apply for them.

Application must be made by anyone entitled to veterans benefits. Those who do so for the first time must supply either a copy of the veteran's discharge, his complete military service number or a record of claimed service such as branch of service and dates of service.

Anyone who has previously filed a claim for benefits due a veteran's service need only supply the veteran's claim ("C" or "XC") number.

New Procedures Can Ease Transfers Involving Dependents Requiring Care

NEW ASSIGNMENT PROCEDURES are now in effect to help service men and women who have dependents with special medical or educational problems receive assignments near facilities which can help these dependents. The new procedures center around the command or Area Health Benefits Counselor and the advice he or she can give to the members and their dependents.

Those members who have dependents needing special care should talk with the command's Health Benefits Counselor—normally a Medical Service Corps officer, hospital corpsman or civilian employee within the Navy medical department or the Health Benefits Counselor of the area naval medical facility. In this discussion, they should find out what kind of treatment their dependent needs and where they can best receive this treatment.

The sponsor should list the areas where these facilities are located on his duty preference card, and he should also submit a letter of request with documentation of the dependent's condition. This letter can be prepared with the help of the Health Benefits Counselor. The letter will be retained by the Chief of Naval Personnel and does not need to be resubmitted unless conditions have changed.

The letter should be forwarded to the Chief of Naval Personnel, via the Chief, Bureau of Medicine and Surgery, approximately seven months prior to normal rotation. If urgent and unusual circumstances warrant it, humanitarian requests should be submitted in accordance with Chapter 18 of the Enlisted Transfer Manual.

Examples of types of handicapping conditions which will be considered with these requests are emotional disturbances, mental retardation, blindness, cerebral palsy, multiple sclerosis, deafness, orthopedic handicaps, speech defects, severe allergies and multiple handicaps.

Procedure Speeds Pharmacy Line, No Need for Medical Referrals

WAITING AROUND the outpatient lounge to receive the balance of a partially filled prescription is a thing of the past, according to the Bureau of Medicine and Surgery.

A recent change in Navy pharmacy procedures now permits patients to receive the balance of medication due them on partially filled prescriptions without the necessity of paying the doctor another visit to obtain a new prescription. This new ruling does not apply in cases involving refillable prescriptions and prescriptions filled for maximum quantities allowable by local command regulations, the Bureau noted.

Red Cross Is Now Authorized Broader Emergency Use of Naval Communications System

A CHANGE in Navy policy on sending emergency welfare messages to Navy men and women aboard ships or stationed overseas has been made. The American Red Cross may now use naval communications facilities to transmit such messages involving other than members of an immediate family.

Previously, the ARC was limited to sending word of an emergency involving a next-of-kin or last living relative.

Furthermore, the requirement that a statement as to the relationship of the subject of the message to the receiver has been deleted. See BuPers Notice 1700 of 6 Feb 1973 for details.

Students Get Navy Preview

TWENTY HIGH SCHOOL NEWSPAPER EDITORS and staff members and their adult counselors along with Navy Recruiters from Indianapolis, Warsaw, Terre Haute and Muncie, Ind., went to the Great Lakes Naval Training Center for indoctrination recently. Some were educated beyond their expectations.

The trip's purpose was to give the students and their advisors a thorough and honest look at the Navy insofar as that is possible in a single visit to Great Lakes. There were interviews and discussions, an insight into the Navy in transition and an opportunity to learn the basics concerning Navy schools and training methods. Rear Admiral Alene Duerk, the Navy's only woman flag officer, was there and the Navy's People Programs at the Naval Training Center were discussed. There was also an opportunity for the young visitors to interview men who had just finished their recruit training.

To give the visitors an equitable view of quarters available to recruits, some visitors were housed in the least desirable while others were given better examples of housing during their stay.

From a public relations standpoint, the visit was a mixed bag. One of the students said, "I thought my visit was interesting and enlightening but I still wouldn't care to join the military."

Another was more impressed. "I enjoyed my visit to the base and I learned about many aspects of Navy life. I think it's a great deal. If you are looking for a job with responsibility, independence, satisfaction, excitement, travel, adventure, good pay and a chance to help this country of ours, contact your friendly neighborhood recruiter and join the United States Navy."

Navy Husband and Wife Teams

THE NAVY IS CHANGING and few are more aware of it than Ensign Dottie Harrison-Brown Adcock and her husband, Doug, a Navy lieutenant. ENS Adcock recently reported to Patrol Squadron Eight, NAS, Brunswick, Maine, where her husband is also stationed. But the situation wasn't always that good.

After ENS Adcock completed Officer Candidate School at Newport, she was assigned to New York City with Commander, Eastern Sea Frontier, while her husband was stationed in Brunswick—a situation not usually conducive to successful marriage.

Navy policy, however, was on the side of the husband-wife team. In its efforts to be more responsive to the needs of people, BuPers issued new orders which reunited the couple.

When ENS Adcock arrived at Brunswick, there was even more togetherness when Lieutenant Adcock briefed the newly assigned ensign on what Patrol Squadron Eight was all about.

According to the Adcocks, the newly arrived ensign is the first woman officer to be assigned to a deploying

squadron and the first wife able to make a deployment as a member of the squadron in which her husband is serving.

Although LT Adcock is a pilot stationed with VP-8, ENS Adcock has no immediate intention of applying for Aviation Officer's School. She is delighted, however, that women are now eligible to do so.

ORDINARILY, it's the wife who bears witness to the ceremony extending her Navy husband's career. But, in the case of Chief Boiler Technician Tommy Beasley the tables were turned as he stood in the background while his spouse, Janice, took the oath of her first reenlistment.

Janice is a Data Processing Technician 3rd class petty officer assigned to the Naval Electronics Laboratory Center in San Diego, Calif., home port of her husband's ship, the ocean escort USS *Francis Hammond* (DE 1067).

Where was the ceremony held?

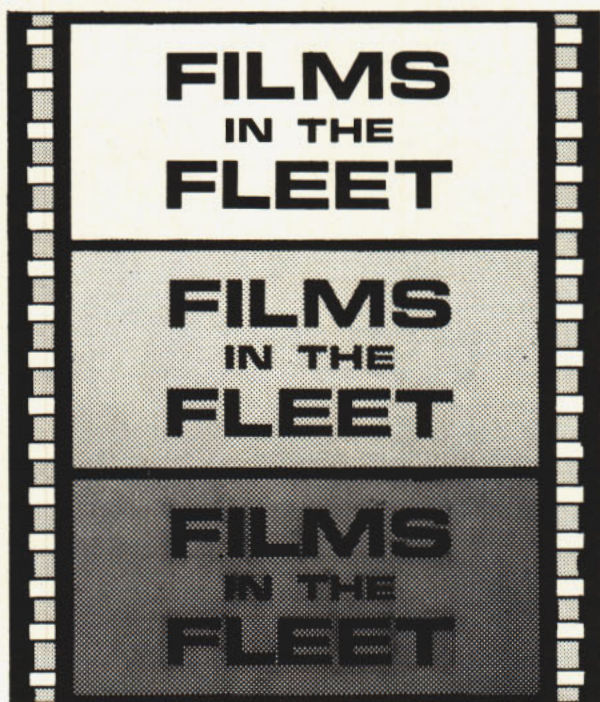
Where else but aboard *Hammond*!



REMODELING Navy's LaMesa Village

HAPPINESS for Betty Burin was a modernized kitchen and an updated bathroom. She and her husband, Lieutenant James M. Burin, a student at Monterey's Naval Postgraduate School, were residents there of the Navy's La Mesa Village.

Mrs. Burin had never taken kindly to the antiquated facilities in her Navy quarters although, by and large, she thought the rest of the house was fine. There are 887 housing units at La Mesa and half were built



THE FOLLOWING are synopses of a few films recently made available to the fleet by the Navy Motion Picture Service.

SLAUGHTERHOUSE-FIVE

George Roy Hill (*Butch Cassidy and the Sundance Kid*) brings to the screen novelist Kurt Vonnegut's

psychological satire and study of a World War II veteran. In the quiet town of Ilium, N. Y., Billy Pilgrim (Michael Saks) becomes unstuck in time—traveling beyond his death and back to the fire bombings of Dresden. Valerie Perrine (Montana Wambach) makes her debut in this movie as Billy Pilgrim's dream-come-true companion. There's sharp-edged humor in this movie, similar to that of *MASH* or *Catch-22*. If you enjoyed those, you'll enjoy this.

SHAFT

A black detective (Richard Roundtree) finds himself caught in the middle of a potential gang war—but keeps his cool to shrewdly disengage himself. The verbal abuse between the actors in this film is as tough as the action. Academy Award winning score by Isaac Hayes and directing debut of famed black still photographer Gordon Parks.

JUNIOR BONNER

A fading rodeo star (Steve McQueen) returns to his hometown in Arizona and becomes disillusioned with his brother's commercial investments that are ruining the countryside, his father's (Robert Preston) irresponsible behavior and his own rootlessness. Director Sam Peckinpah (*The Wild Bunch*, *Straw Dogs*) shows his quiet side in this film.

The acting is light—with some fine rodeo action sequences.

SKYJACKED

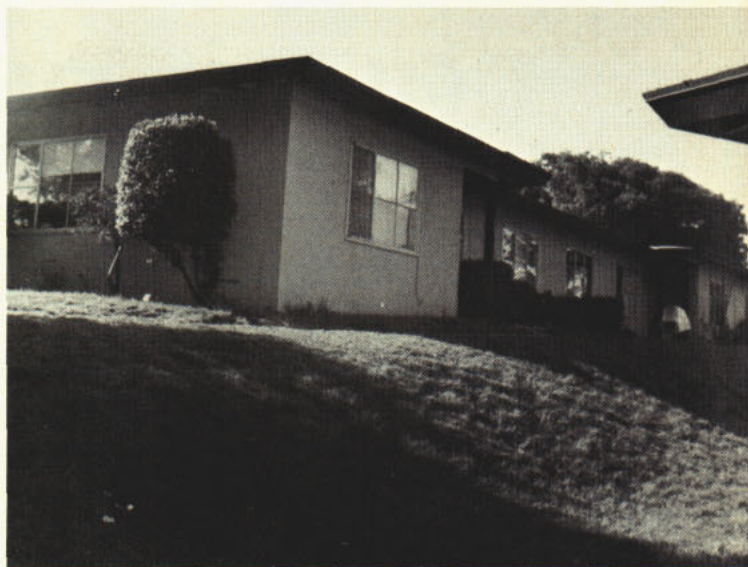
Charlton Heston plays the pilot of an airliner that is ordered to Moscow by a mysterious hijacker. The authentic-seeming production, which used actual aircraft and much aerial photography, helps to keep the viewer interested while the stereotyped passengers face their trying ordeal in a predictable manner. Directed by John Guillermin.

around 1950. The original 449 Wherry style units are being modernized.

According to Bart Parker, the Assistant Housing Manager, "All of the older units will receive vanity-type, synthetic marble sink tops and about half of those units will have completely modernized kitchens because of their age and small areas." Kitchen renovations include new garbage disposals, ranges, dishwashers, counter tops and additional cabinet space.

While the Navy remodeled the interiors of La Mesa housing units, the residents continued to make the exteriors attractive. Four times a year, residents conduct a beautification program aimed at rewarding superior appearance and landscaping.

When housing units were first built for the students at the Postgraduate School, the Navy intended their design and construction to be compatible with community standards so that La Mesa would blend into the natural beauty of the Monterey Peninsula. Navy families who have since lived at La Mesa have endeavored to keep it pleasant.



Other films also made available are listed below. Movies in color are designated by (C) and those in wide screen by (WS).

Hammer (C): Action drama; Fred Williamson, Bernie Hamilton.

You'll Like My Mother (C): Suspense drama; Patty Duke, Rosemary Murphy.

Pulp (C): Action satire; Michael Caine, Mickey Rooney.

Baron Blood (C): Horror; Joseph Cotten, Elke Sommer.

When The Legends Die (C): Drama; Richard Widmark, Frederick Forrest.

Carbon Copy (C): Action drama; Robert Hossein, Charles Aznavour.

The New Centurions (C) (WS): Action drama; George C. Scott, Stacey Keach.

Confessions Of A Police Captain (C) (WS): Drama; Martin Balsam, Franco Nero.

Kansas City Bomber (C): Action drama; Raquel Welch, Kevin McCarthy.

The Deadly Trap (C): Suspense drama; Faye Dunaway, Frank Langella.

Stand Up And Be Counted (C): Comedy; Jacqueline Bisset, Gary Lockwood.

Fat City (C): Drama; Stacy Keach, Jeff Bridges.

One Is A Lonely Number (C): Comedy drama; Trish Van Devere, Monte Markham.

The Wrath Of God (C) (WS): Action western; Robert Mitchum, Rita Hayworth.

Blindman (C) (WS): Western; Ringo Starr, Tony Anthony.

The Other (C): Humanistic-horror; Uta Hagen, Chris Udevarky.

Tales From the Crypt (C): Horror-drama; Sir Ralph Richardson, Joan Collins.

Son of the Blob (C): Science fiction; Godfrey Cambridge, Carol Lynley.

Stanley (C): Horror-drama; Stanley, Chris Robinson.

Joe Kidd (WS) (C): Western; Clint Eastwood, John Saxon.

The Magnificent Seven Ride (C): Western; Lee Van Cleef, Stefanie Powers.

Snoopy Come Home (C): Cartoon; Animated cartoon.

AFDS—Amphibious Flagship Data System—Computerizes Guidance Control of Aircraft

THE NAVY'S GROWTH in the age of computerization reached command facilities of amphibious warfare flagships with the introduction of a new air coordination system called the Amphibious Flagship Data System—AFDS—an outgrowth of the Naval Tactical Data System.

The new amphib system is operated by the Tactical Air Control Squadron assigned to a flagship and is designed to provide positive radar control of all aircraft in an amphibious operation.

In this way, the air staff of an amphibious task force can keep abreast of the overall picture of air operations. Previously, all guidance techniques used to control fighter and attack aircraft were performed by manual methods.

Five tactical air control squadrons are trained in the use of the new computer systems installed aboard two amphibious flagships—USS *Blue Ridge* (LCC 19) and *Mount Whitney* (LCC 20). TACRONS 11, 12 and 13 support the Pacific Fleet amphibious effort while 21 and 22 operate with the "Gator Navy" in the Atlantic Fleet. Each of the TACRONS is made up largely of experienced naval aviators and air controlmen especially indoctrinated in amphibious warfare. They usually consist of 12 officers (including a liaison officer from the Army and one from the Marine Corps) and 28 enlisted controllers and support personnel.

reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** magazine (Pers 164), Bureau of Naval Personnel, Washington, D. C. 20370, four months in advance.

• **uss Doherty** (DE 14)—30-year reunion is being planned. Contact Harry E. Barbrey, 112 Greenbrier Drive, Simpsonville, S. C. 29681.

• **uss YMS 227**—reunion is set for this fall. Contact Ted DiCecco, 598 North Penna. Ave., Avondale, Pa. 19311.

• **uss The Sullivans** (DD 537)—reunion is set for 3-5 Aug 73 in Denver, Colo. Contact Boyd Robertson, Yuma, Colo.

• **29th Naval Construction Battalion**—reunion is planned for Aug 73. Contact W. P. Mast, Box 29, Lee, Ill. 60530.

• **uss Fletcher** (DD 445)—reunion is planned for Aug 73. Contact Keith E. Snyder, Box 514, Keeseville, N. Y. 12944.

• **uss Wharton** (AP 7)—reunion is planned for Aug 73. Contact George H. Howlett, 110 Central Ave., Malden, Mass. 02148.

• **VP-18 (Flying Phantoms)**—second reunion is to be held 19 May 73 at Jacksonville, Fla. Contact J. M. Bodin, ADJC, 4517 Anvers Blvd., Jacksonville, Fla. 32210.

• **uss Thorn** (DD 647)—the last reunion on board *Thorn* is planned for early summer in 1973 in Philadelphia, Pa. Contact Kaj "Swede" Swenson, 2190 Allwood Drive, Bethlehem, Pa. 18018.

• **uss Mobile** (CL 63)—reunion will be held in Mobile, Ala. on 20-22 Oct 1973. Contact Travis N. Price, Box 444, Nacogdoches, Tex. 75961.

• **23rd Seabees**—reunion is planned for 13-15 Jul 1973 in Lancaster, Pa. Contact J. Howard Trout, 700 Pinehurst Rd., York, Pa. 17402.

• **uss Epperson** (DDE 719)—reunion is being planned for Jul 73 in St. Louis, Mo. Contact Willard Foster, Rt. 4, Box 106-A, Wesson, Miss. 39191, or James P. Gilbert, 3425 Meadow Lane, Minnetonka, Minn. 55343.

• **uss Amycus** (ARL 2)—second

reunion of former crewmembers is scheduled for 13-14 Jul 73 in Portland, Ore. Contact CDR W. P. Skinner (Ret), Room 24, Courthouse, Salem, Ore. 97301.

• **uss Panay** (PR 5)—second reunion will be held on 12 Dec 1973 in central Florida. Contact LTJG Howard L. Povey (Ret), Rt. 6, Box 956, Brooksville, Fla. 33512.

• **uss Baltimore** (CA 68)—former crewmembers interested in holding a reunion contact Earl A. Harding, 187 Clever Rd., McKees Rocks, Pa. 15136.

• **uss Oklahoma** (DD 37) *Association*—23rd annual twin reunions, 3-6 May 1973. For information on East Coast Reunion contact James M. Strong, 190-D Malden Lane, Rossmoor, Jamesburg, N. J. 08831. For information on West Coast Reunion contact Ralph Furman Bishop Moore, 16372 Myrtlewood St., Fountain Valley, Calif. 92708.

• **uss Tuscaloosa** (CA 37) *and* **uss Wichita** (CA 45)—fourth joint reunion will be held in Kansas City, Kan., on 3-5 Aug 1973. Contact Bernard J. Wolters, 510 Elizabeth, Kansas City, Kan. 66101.

• **uss Savannah** (CL 42)—fourth annual reunion will be held in Indianapolis, Ind., 7-9 Sep 73. Contact GMGC O. J. Jindrcek (Ret), 63 Thayer Dr., New Shrewsbury, N. J. 07724.

• **U. S. Naval Test Pilot School**—25th annual symposium and reunion will be held 5 May 1973 at NATC, Patuxent River, Md. Contact Public Affairs Office, NATC, Patuxent River, Md. 20670.

• **PT Boaters, Tenders, Base Forces, Staff Communications, Medical**—a reunion is planned for 31 Aug-3 Sep 73 in Charleston, S. C. Contact PT Boats, Inc., P. O. Box 109, Memphis, Tenn. 38101.

• **uss Cleveland** (C 19), (CL 55) *and* (LPD 7)—a reunion for the crews of these three ships will be

held 22-24 Jun 73 in Memphis, Tenn. Contact Joe B. Havens, HMCS (Ret), 3627 University St., Memphis, Tenn. 38127.

• **uss Enterprise** (CV 6)—A reunion will be held 26-28 Jul 73 in New Orleans, La. Contact Ralph M. Bailey, 3048 Highridge Rd., La Crescenta, Calif. 91214.

• **uss Chandeleur** (AV 10)—A reunion is planned for 4-5 Aug 73 in Chattanooga, Tenn. Contact Mrs. Kenneth E. Boyd, Rt. 4, Box 145, Culpeper, Va. 22701.

• **uss Philadelphia** (CL 41)—A reunion is planned for 25-27 Oct 73 in Jacksonville, Fla. Contact Frank Amoroso, 93 Dunbar St., Somerset, N. J. 08873.

• **uss Ticonderoga** (CV 14)—The Big T veterans' association will hold a reunion for all former crewmembers 5-8 May 73 in Ticonderoga, N. Y. Contact Elton L. Whitney, 2408 W. Azalea Drive, New Port Richey, Fla. 33552.

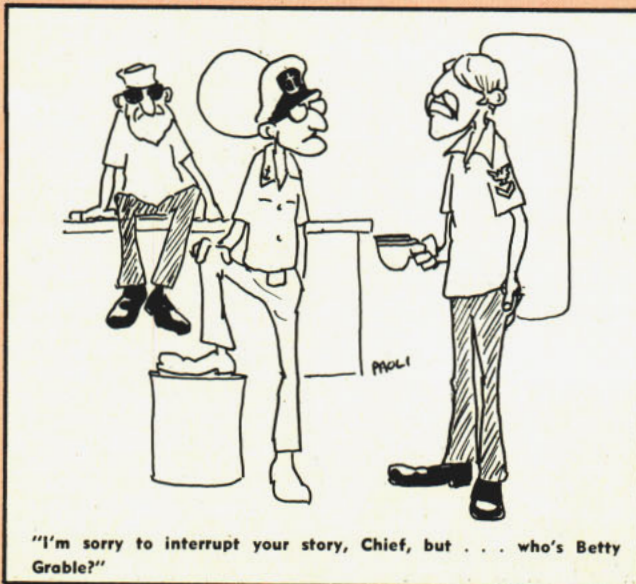
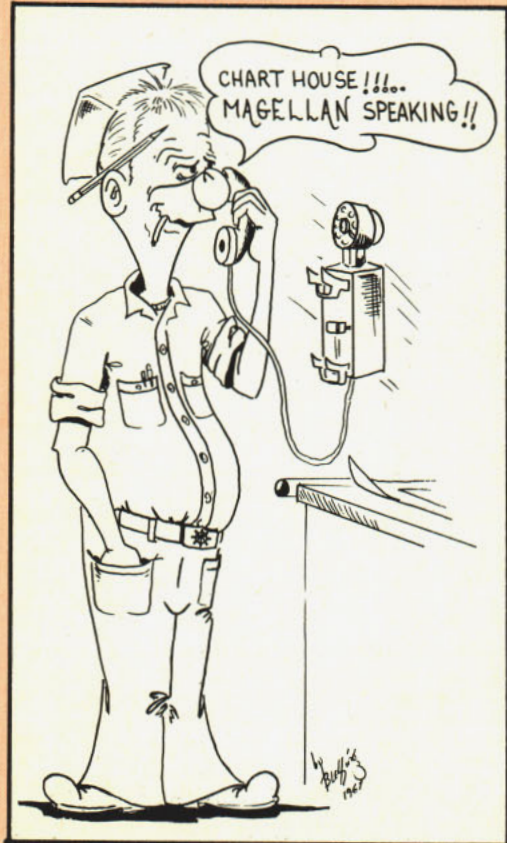
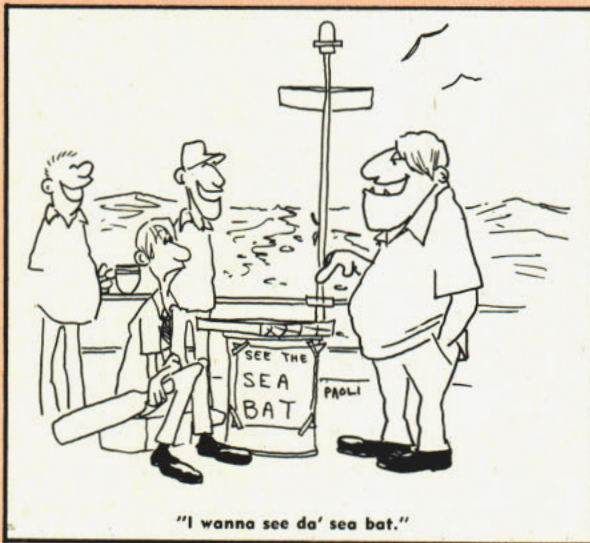
• **uss Cascade** (AD 16)—A reunion is planned for 13-15 Jul 73 in Kansas City, Mo. Contact Bob Croghan, 2343 Hampton Avenue, St. Louis, Mo. 63139.

• **uss Sterett** (DD 407)—a reunion is planned for 3-4 Aug 73 in Ft. Wayne, Ind. Contact Dennis D. Mast, 315 E. Lexington Ct., Ft. Wayne, Ind. 46806.

• **uss Vesuvius** (AE 15)—a reunion will be held 19-22 Jul 73 in Sterling, Ill. Contact James L. Miller, 608 14th Ave., Sterling, Ill. 61081.

• **NAS, Spokane, Washington**—a reunion for all personnel attached there will be held 16 Jun 73. Contact Bob Lucian, 4306 Maple Rd., Lynwood, Wash. 98036.

• **Pearl Harbor Survivors Association**—California state convention will be held in San Fernando Valley, Universal City, 27-29 Jul 73. For more information, write PHSA, P.O. Box 954, Arleta, Calif. 91331.



TAFFRAIL TALK

A COUPLE OF INTERESTING ITEMS have been sent to us from aboard USS *America* (CVA 66). One concerns the man who got too much mail. Mail is that treasured substance, lusted after by everyone aboard ship and never available in adequate quantity—except for the strange case of GMM2 Thomas E. Merchant.

While stationed aboard *America* off the coast of Vietnam, Tom—in a rather unassuming way—decided he wanted to know more about lithography. He put in a simple request chit for a Navy lithographer's training manual to his supply office.

Not long afterwards, Tom started receiving manuals. There were about a hundred in all—a few more than Tom needed. Unflustered, he looked at the bright side of it all: "Maybe I'm lucky. I remember when my parents received 4000 copies of a magazine instead of their usual single copy."

Well, maybe he is kind of lucky at that.

ALSO ON BOARD AMERICA is a man skilled at treating a broken nose, suturing a cut, or breaking three one-inch pine boards with his bare hands. One thing's for sure: the guys in sick bay don't fool around with him.

He's HM3 Wayne Guidry, a third-degree brown belt in the fine art of karate, and to impart his knowledge to others, he holds karate classes on the forward mess decks. He has been studying karate for five years and during that time has participated in 14 tournaments. In addition he's racked up other records, plus five broken toes and a knuckle.

Sometimes in the future, he'll also pursue another hobby he had to suspend when he went aboard ship—collecting rattlesnakes.

Somebody better warn those snakes not to bare their fangs around Wayne.

★ ★ ★

JO3 Terry Carroll of the Naval Postgraduate School in Monterey, Calif., has let the ALL HANDS staff know about a young dental technician at his base with an interesting theory about why people get so uptight at the dentist's office: it's not "the needle" or "the chair"—it's the office itself.

And after DT3 Michael Bogliolo concluded this, he set about doing something to correct the situation. The gray trash cans, baseboards, and mirror frames blossomed in blue and green; the walls boasted colorful paints; and a crystal-like lamp and a blue and green mobile hung from the ceiling. But the most characteristic decoration was a bronze-colored peacock wall design purchased by Bogliolo at an auction. The peacock plaque was uniquely characteristic because Bogliolo's boss is a Navy dentist named Milton Peacock.

And what does Lieutenant Peacock think about all this? He agrees with his assistant, and adds, "It even makes the dentist more relaxed." He also makes the point that with dentists seeing as many as 15 persons a day, something they don't need is an uncomfortable patient.

The All Hands Staff

ALL HANDS

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached.

The Bureau should be kept informed of changes in the number of copies required and if the full number is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities, the Bureau should be informed.

Limited distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

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• THAT'S THE COMMISSIONING pennant—in case you didn't know. A young Navyman holds the commissioning pennant during ceremonies at Portsmouth, Va. which brought the submarine tender USS Dixon (AO 37) into the Fleet, back in 1971. Dixon, now a seasoned veteran, has welcomed many newly commissioned ships in to the Fleet in recent months.



